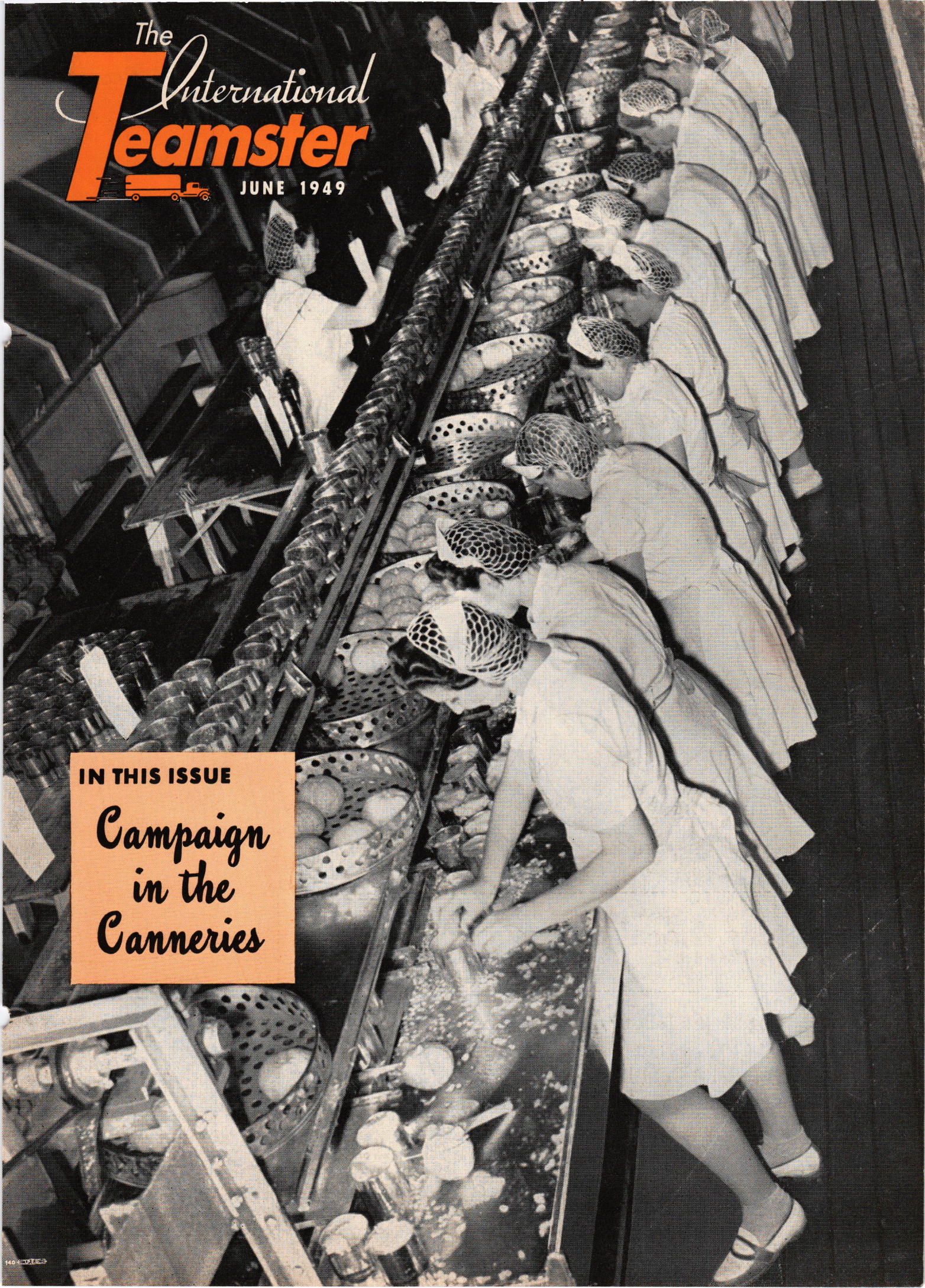
The International Teamster
JUNE 1949



IN THIS ISSUE

Campaign in the Canneries

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The International Teamster

DANIEL J. TOBIN • *Editor*
THOMAS E. FLYNN • *Assistant Editor*

Vol. 46 **JUNE, 1949** **No. 6**

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A Good Unionist

A good union man takes a real interest in his union; he attends meetings regularly, expresses opinions, and is always prepared to serve faithfully in any job assigned him.

A good union man is loyal; he knows his union well and is ready to defend it staunchly and intelligently against the criticism of labor's enemies.

A good union man is patriotic and public-spirited; he has deep devotion for the principles of democracy and free enterprise, and is quick to speak out against any forces which preach radicalism; he is active in community affairs and works hard for good government—local, state, and national.

A good union man is a good American and a good citizen.

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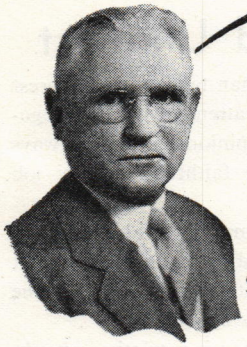
FRANK WEIZENECKER
39 West McMicken St., Cincinnati, Ohio

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.

SUBSCRIPTION RATES

Per Annum, $2.50; Single Copies, 25 Cents (All Orders Payable in Advance)

POSTMASTERS—ATTENTION: Change of address cards on Form 3578P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1103, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A.



Timely Remarks

by DANIEL J. TOBIN

Publicity and Unions

The International Union appreciates publicity of a constructive nature. All organizations need helpful publicity in the press of the nation. Officials connected with organizations are only workers for the unions, and I have found that it has not helped labor officers to keep in the public eye too much. I think you can look over some of the labor men who are being continuously in the public eye, especially in some of the national organizations outside and inside of the American Federation of Labor and in many instances you will find that they have depreciated their value to their own organization by striving for mad-dog publicity.

It should be always understood that the men who represent labor are the servants of labor. They are not responsible for their unions. They have been paid for their work. The union controls the official, as it should. The official of a union does not control the union. It is his job to guide the union, to advise, to insist that the union and its officers observe the laws that they make. It is not to be understood that any official, local or national, is a boss, a dictator or a supreme authority within a month. This has always been my interpretation of the duties of an official of a union.

I have endeavored as President of the International Brotherhood of Teamsters and in other labor positions that I now occupy to follow out this policy to the letter. I have never forgotten that the union which elected me from the beginning can also displace me and elect someone else. They should have such a right and it should be a free right without any strings, in accordance with the laws of the union; and there should be no manipulating of unions or votes to hold that office to which you are elected, and I don't believe there is within the framework of the International Brotherhood of Teamsters. If a man is not chosen for his ability and good qualities, then he is not fit to serve his union. As all those who have attended know, our conventions are open to the public, and free expression and the presentation of resolutions are permitted to all duly-elected delegates and to all local unions, in accordance with the constitution and laws drafted by conventions of the International Brotherhood of Teamsters.

It should be remembered by our local business agents that the union has made us what we are and that if we are removed or get out of office by resignation we will be forgotten in a very short time. This is human nature. Fame is but a fickle dame. The press of the nation can build you up and the press of the nation can also drag you down when the time comes; but if you are right in your actions as a union official—as ninety-nine and one-half per cent of labor men are right, honest and decent—no power on earth can pull you down, even though they use all the treachery in the game and all the power of their millions which go into the job of trying to drag down the men of labor.

Oh, yes, we have a very unfortunate financial affair once in a while, as we had recently in the case of an official of one of the printing-trades organization, but labor cannot be held responsible for one individual out of millions if such an unfortunate official goes wrong. We have those unfortunate cases within the church and much more numerous cases within the medical profession and within the political arena, but if a labor man goes wrong he is held up by the writers and the press of the nation as being the greatest criminal on earth.

Owe All to Unions

The point I am trying to make in this article is that labor officials owe everything they have to their unions; and it is their job to serve their unions and to be very careful—extremely careful—to do nothing toward serving themselves or members of their families, lest their actions be interpreted as using their positions in labor to further some personal interest. My analysis of the men of labor and especially the representatives of the International Brotherhood of Teamsters, after years and years of living with them and endeavoring to serve them, is that, as a whole, they are the most law-abiding, the most honorable, the most courageous and the most trustworthy individuals in the nation. Let us keep the picture as it is now, scrupulously clean.

Politics—1949 Style

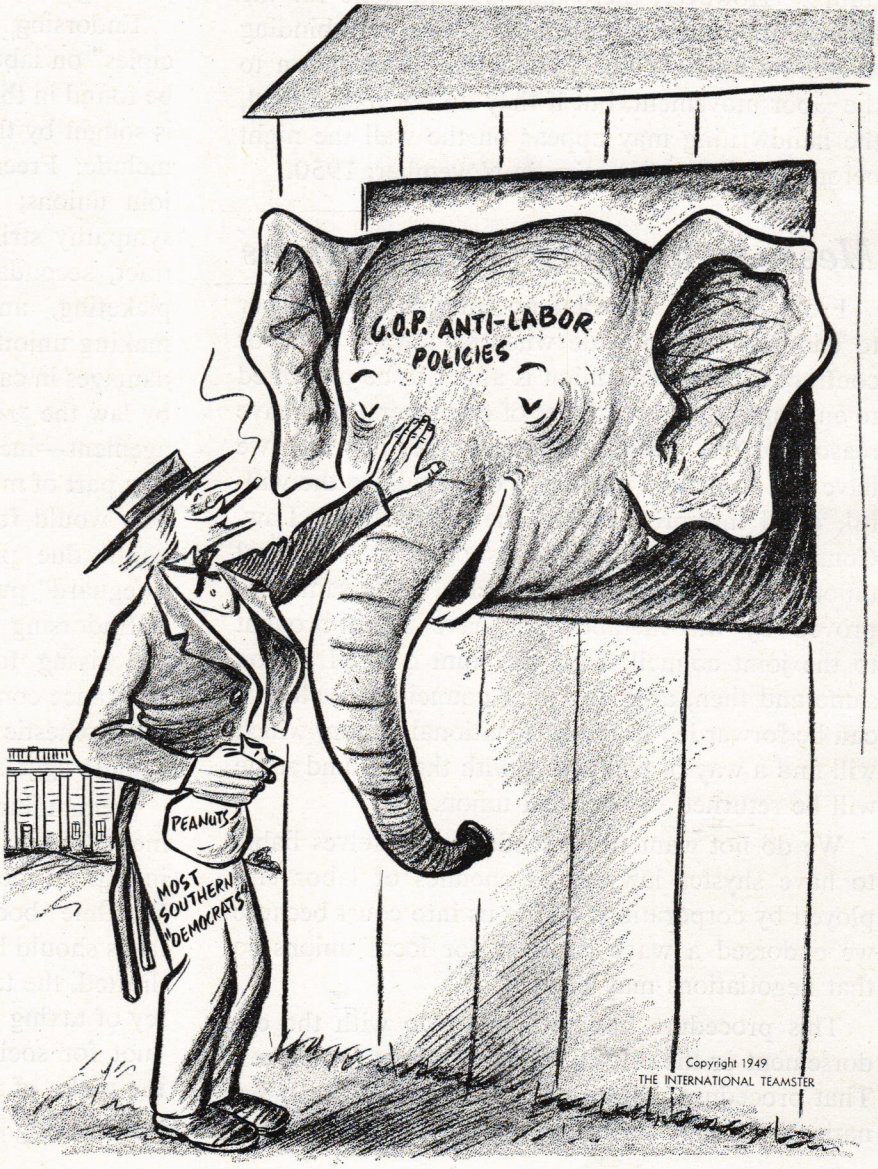
Well, as the picture looks now labor will be forced to fight for the next two years, with the continuation of the Taft-Hartley Law. Democratic Congressmen and Senators of the southern states, with the exception of a very few, are just as badly, if not more, opposed to decency and honesty toward labor unions than the Republicans of the middle west and of the east. There are only a very few real Democrats in the Congress or in the Senate from the south. They should be called hard-boiled Republicans. It is really a misstatement to call them Democrats.

Many of them still believe in slavery and if it were left to a referendum vote in some of the southern states where some of those labor-hating Congressmen come from, I believe those birds would vote to bring back slavery, even to the offering of human lives for auction from the block in the square in New Orleans. So, because the so-called Southern Democrats refused to recognize the declaration of the platform of their party adopted in the convention in Philadelphia, they threw the pledges and promises out the window. There will be very little done for labor during this session of Congress. If there is nothing done, or very little done, by a bill passed by the Senate slightly amending the Taft-Hartley bill, you can be assured that we will be in the position we are in now—trapped, betrayed and almost prevented from functioning as citizens through the continuation of the Taft-Hartley Law. Oh, yes, labor will pass resolutions. It will do this, it will do that, but summing the whole situation up there is not much it can do now, but wait and watch.

The Democratic forces say "labor must stay with us because they can't go over to the Republicans." That is just exactly what is hurting labor. Certain individuals and party leaders believe that they hold labor in their vest pocket. Labor may disappoint them, because if we can't get anything from men who pledged themselves to help us, well, I doubt whether we can get a worse deal from the other fellow who says that he was always against you and he will continue to be against you. Oh, yes, I know some men will tell me that while there is hope there is life and that we may convert some of those who are now wobbly toward our line of thinking. I doubt this very much. Time will tell. You are justified in asking me what is the answer. No one should criticize unless he has some constructive answer. To be honest with you at this time, I don't know the answer, but I may be able to find it in the months to come.

I do know this: I am satisfied, because of the deception practiced upon us, that in the 1950 Congressional and Senatorial elections that labor and

Southern Hospitality



its friends will be so disgusted because of being deceived and betrayed that labor may not turn out as it did in November, 1948. Men and women who work are getting tired of being double-crossed. It can't continue.

What will happen? Well, if the Republicans get control of the House and the Senate, the fake Democrats from the South who are big job holders and who are chairmen of all the important committees, would lose out, unless, again, the Southern Democrats holding office may change their name and go over to the party to which they belong, the Republican majority. They are foolish to deceive themselves thus, because if the Republicans have a majority after the next election you can rest assured they will take the plums themselves and not give any of them to the South because the Republican leadership and the corporations and money bags that support them are hungry and afraid of the future. However, there may be still hope for the Democrats to make good their solemn and binding obligation made in the Philadelphia convention to the labor movement, but if they do not make good, the handwriting may appear on the wall the night before the national election in November, 1950.

Message on Wage Negotiations

From now on we want no International Officer to endorse a wage scale when said wage scale or contract of any local union is about to be presented to an employer or a number of employers. We have reason for this, because of court cases in which we have had to defend ourselves, due again to the willful, cruel interpretation of the Taft-Hartley Law. Consequently, the procedure should be that local unions who draft their wage scale, have same approved by the membership, have same brought to the joint council, have the joint council act on same and then, after the joint council has acted, it can be forwarded to the International Union, which will find a way of complying with the law and same will be returned to the local union.

We do not want to be rendering ourselves liable to have shyster lawyers or enemies of labor employed by corporations taking us into court because we endorsed a wage contract for local unions so that negotiations may begin.

This procedure has nothing to do with the endorsement or the refusal of endorsement for strikes. That procedure will go on as before and the International Union, whenever it believes it is justified in doing so, shall endorse and finance strikes in the future as in the past—provided, of course, that the state and federal laws and the International Constitution governing wage contracts and strikes are complied with.

Men with False Fronts

In the convention which just adjourned, the U. S. Chamber of Commerce elected a man as national president who will undoubtedly have great influence over them and who has never been any good to labor. They also endorsed the following program of basic principles:

"The policies of the federal government should always be directed toward the preservation of the American competitive enterprise system rather than toward its control," said the statement aimed directly at Mr. Truman's pending economic stabilization bill.

Endorsing an 11-point set of "basic principles" on labor law—most of them already to be found in the Taft-Hartley Act, whose repeal is sought by the administration. The principles include: Freedom of workers to join or not join unions; outlawing of jurisdictional and sympathy strikes, strikes in violation of contract, secondary boycotts, violence and mass picketing, and strikes against government; making unions and employers alike liable for damages in cases of labor strife; and preserving by law the "rights and responsibilities of management—including the recognition of foremen as a part of management. The proposed policy also would forbid national emergency strikes "until due precautions have been taken to safeguard" public services.

Endorsing the Atlantic Pact, together with the giving to Europe of "every reasonable assistance consistent with our own security and our domestic economy to aid in the defense against aggressor."

Demanding "rigorous economy" in government to the end that taxes may be lowered instead of increased as Mr. Truman proposes. Wartime boosts in excises and "nuisance" taxes should be repealed, it was held. As now drafted, the tax statement calls for a strict policy of taxing only to obtain essential revenues, "not for social reforms or objectives beyond the realm of necessary government functions."

Rejecting the administration plan for na-

tional health insurance. The proposal would tend to "reduce the present high standards of medical care in the United States to a uniform level of mediocrity," the draft resolution says.

After reading those principles which they endorsed unanimously as near as I can find out, you will understand that they are one hundred per cent in favor of the Taft-Hartley Law and all of the unjust cruelties that the law has imposed on unions. All of the legal hardships now placed on the shoulders of labor by employers and others, bringing lawsuits for all kinds of excuses against labor unions by corporations and individuals is a load that will eventually embitter and obstruct labor temporarily. Not only does it embody an enormous amount of work on the part of labor officials to defend their unions, but the cost is almost unbearable for many of the weak unions.

Help Your International!

We have stricken out from our mailing list in recent months over 75,000 names who were receiving our JOURNAL and who were not entitled to same. This was due to the negligence or laziness of the secretaries of the local unions. The journal has been going to the homes of men who have been dead for five years, in some instances.

When I became editor many years ago, all returned copies of the journal were returned free of cost. Now the Post Office Department charges the International Union two cents per copy for each copy returned. If a member moves from one address to another and does not notify his local union through its agents that he has moved, the JOURNAL keeps on going to the old address. If he has moved or if he has died or if he has taken a withdrawal card and the JOURNAL is not delivered, it is returned to us. A lot of extra work and the price of printing that copy is thrown out the window. The cost of mailing in the first place and the cost of returned postage is all lost. Still our local unions expect us to do all of this, with its increased cost, for the enormous per capita tax of one cent per day per member. The monthly magazine which has the largest circulation of any labor publication in this country costs in or around seven cents per copy. This includes the mailing, help in the office and the several other costs connected with this publication, which we send each month free to the homes of our members who are in good standing. The cost of returned postage for copies not delivered last month was almost $1900.

You can help us to save this money in addition to the cost of the paper and the printing and the original cost of mailing if you, our members, will notify some officer of your union when you change your address, when you take a withdrawal card or when you know of the member next door or on the next street passing to the great beyond. Secretaries of unions, kindly advise your business agents and representatives out on the road and your stewards in the garages to send you in a list each month of those who are not in good standing in the organization and who are not entitled to the journal or who may have passed away or who may have left our employment and taken withdrawal cards.

Do this and you will not be helping me as much as you will be helping yourselves, helping your International and helping your Federal Government, which makes very little money on this kind of mailing, although it costs the International Union plenty and I mean plenty.

Handling of Legal Cases

I am informed by at least two International Unions, whose names I don't want to disclose, that when a member of their union does not go through the laws of the International Union before taking some case against the International or the local into court their constitution now provides that if the individual member loses the case in court he can be compelled to pay the cost to the International Union for lawyers, travelling expenses, witnesses, etc. Failing to do this, the International Unions provide that his membership be suspended until such time as he complies.

It seems that one of those International Unions had an experience of this kind recently in a middle-western state, where an individual member brought suit against the International Union for some reason. The individual member lost the case, and the lawyers who took up the case undoubtedly lost their fees or most of their fees. The International Union, however, was put to some inconvenience and to some expense in defending itself against the individual member and they proceeded as outlined.

There is no way, under the Taft-Hartley Law, in which the local union can prevent a member from taking it or the International into court. The constitutions of most Internationals prevent or forbid the individual member from having recourse to the courts until all the courts within the union have acted on the case.

Young briefless lawyers very often get hold of

an individual member who may not be very well posted on the law and may encourage the individual, on a commission basis, to go into court against his local union or against the International.

For that reason several International Unions, not including the International Brotherhood of Teamsters, have made the provisions in their constitution as stated above, which provide in substance, that if the individual loses the case in court he be deprived of membership or suspended from membership until he refunds the local union or the International Union the cost they were forced to assume in their defense against the complainant individual or group of members.

Truck-Leasing Evils Uncloaked

Trucking Industry Still in Its Infancy, Whines and Grimaces Before ICC Indicate

THERE is no doubt that the trucking industry is still in its infancy as evidenced by its prattles, grimaces, and whines serving only to mislead the Interstate Commerce Commission throughout the truck-leasing hearings known as I.C.C. MC-43. The industry's past success in throwing Motor Freight regulation into its present hodge-podge is perhaps the governing factor in continuing its irritating conduct in promoting further chaos by challenging the right of the American people to establish a stable transportation system.

After studying the record in the truck-leasing case, and familiarizing itself with the accident and safety records in its own files, the Interstate Commerce Commission should relinquish its role of being the solicitous baby-sitter to this incorrigible child and assume the character of the outraged parent. By so doing, the respect which the Interstate Commerce Commission should carry with the public and truckmen would be furthered; and the financial and economic ills of both the rail and motor carriers would be lessened.

Of course, the industry has been hampered by not being able to afford a sound and wholesome central agency supported wholly and solely by master truckmen. It is fitting at this time that the responsible elements in the motor carrier field join with the Teamsters Union to combat the excesses and trickery so prevalent in the truck-leasing intrigues now recorded in the files of the Federal Government. It is a weak defense indeed to question the jurisdiction of the Interstate Commerce Commission, and to threaten court action to restrain our Government from establishing sound policies to cope with the hideous practices involved in the "know-how" of truck-leasing. Far more appropriate would be the universal acceptance by the motor carriers of the honest and progressive position on truck-leasing promoted by such industry leaders as Adley Express Company, New York and New Brunswick Auto Express, Chicago-Milwaukee Motor Carrier Conference, Chicago Suburban Motor Carrier Association, etc.

In 1934 the Federal Coordinator of Transportation rendered a report to Congress which, added to the pleading of the truckers themselves, resulted in the passage of the Motor Carrier Act. That report contains the following:

"Intercity trucking is disorganized and much of it is in an economically unsound condition . . . The small scale of operations, the presence of three more or less distinct but highly competitive types of operators, and the ease of entering the business are the basic reasons. There are thousands of little operators, with a very few trucks or even a single truck . . . It has been and is easy to enter the business . . . A small sum, and often only a down payment on a single truck, is enough in many instances for a start . . . This ease of starting small-scale operations has the natural result that many truck operators are poorly trained and inadequately financed, and some are irresponsible. The lack of training means hardships for the individual trucker and difficulties for his competitors, both those of equally low qualifications and those, who, with greater experience and larger resources, try to conduct their operations on a business-like basis. Too often rates have been demoralized by operators with too little or no knowledge of costs or by those who have been driven by sheer financial necessity to quote rates which they know to be unremunerative . . . The depression has increased the difficulties of the industry. It has drawn many unemployed into the business, has made thousands of second-hand trucks available at low prices, and by low labor, fuel, and tire costs has invited their purchase. The abundance of labor to be had at low wages has stimulated cut-throat competition between operators who have wanted to maintain high or reasonable standards of employment and those who have been willing to exploit labor, either as a matter of deliberate policy or from necessity . . ."

Now, after listening to the testimony in the present truck-leasing case, the Interstate Commerce Commission concludes as follows:

"The first conclusion to be drawn from the evidence in this proceeding is that *it is imperative that the Commission prescribe rules and regulations to govern vehicle leasing and interchange.* To permit a continu-

(Continued on page 32)

Checking Drive Benefits All

Final Results of Over-the-Road Campaign Exceeds Expectations; Locals Strengthened As Many Members Regain Good Standing

by DANIEL J. TOBIN

NOW that the checking of our members on the wayside and at the gasoline stations is all over, I want to say that the final results were not only encouraging and helpful, but were far beyond our expectations and anticipations.

Local Unions benefited greatly through the checking campaign by regaining many delinquent members. This also helped the members, who now have the satisfaction and protection which come with being a member in good standing in the International.

You may ask why this condition prevailed with so many business agents supposed to be out on the job. Many business agents get a little negligent and others are inclined to be somewhat unenergetic. From the reports coming in to the office, men paying up four, five or six months' dues, who were quired at the gas stations and way stations, explained that they wanted to pay their dues, but they never had an opportunity of getting to the office or to the meeting and they failed to find the business agent anywhere around on the road.

As far as I am concerned, I do hope and trust that this check-off will be renewed once a year, because we not only get to check up the members who are falling back in dues, but we want to check up on the business agents.

This movement was started as a result of a discussion at one of the regular conferences of one of the Branches of our trade, but it was put into effect and inaugurated through Vice-President and General Organizer Beck, who writes me that from reports coming in from different sections of the country the results were not only satisfactory but helpful and encouraging.

Of course, there were a few backsliders in the Local Unions who did not go along because it meant a little more work, but they were insignificant. Because of the results obtained, we are of the opinion that those few fellows who can't see anything except what they inaugurate themselves will be on the bandwagon with their coats off when the next general check is made on our general membership throughout the nation.

Labor Girding for Tough Battle

Recommittal of Anti-Union Wood Bill Gives Labor Chance to Prepare for Showdown Fight

THE TAFT-HARTLEY Act is still the law of the land.

Efforts to effect repeal of the law have thus far failed and indications are that labor must mobilize more strength than has been apparent to date in Congress if repeal is to be achieved. Congress has been having a hectic time on labor legislation and these are the two most recent major developments:

1. The House Education and Labor Committee is redrafting the Taft-Hartley repeal bill in an effort to attract enough votes for passage. The committee's work began anew when the House of Representatives on May 3 by a vote of 217 to 203 recommitted the Wood bill, an anti-labor substitute for the Administration's bill, H. R. 2032.

2. Senator Robert A. Taft (Rep., O.) headed the minority group from the Senate Committee on Labor and Public Welfare and filed a 92-page minority report setting forth what is now known as the Taft-Smith-Donnell substitute.

In the meantime labor forces are attempting to mobilize support for definite repeal of the Taft-Hartley Act. Labor's League for Political Education, political arm of the American Federation of Labor, is leading the fight to bring to the attention of labor and of the country the present legislative crisis affecting labor. Other labor political groups, some not especially active since last November's election, have also begun to arouse their adherents in an effort to form a united front for Taft-Hartley repeal.

The events which led to further consideration by the House Committee in drafting a new bill formed one of the most bizarre legislative razzles the Capital has seen in many a month.

The Lesinski or Administration bill was reported to the House on April 23. Representative Hugo Sims (Dem., S. C.) drafted a "compromise" substitute which had the backing of Speaker Sam Rayburn. The Sims bill was an effort to attract votes which were still antagonistic to the Lesinski or committee measure. Despite Rayburn's plea, the

(*Continued on page 30*)



Campaign in the Canneries

WHEN REPRESENTATIVES of cannery and food processing unions from border to border and coast to coast met recently in Chicago to perfect a national trade division within the framework of the International Brotherhood of Teamsters, a new and unique chapter in labor history was written.

The cannery division of the AFL Teamsters is the youngest jurisdictional unit of the IBT. Its representatives knew that they had mutual interests and problems.

But how closely knit these interests and problems were, how necessary the organization of the National Cannery Council was to the cherry canner in Oregon, the spinach worker in Texas, and the pea packer in New York few knew.

What these labor delegates learned in three days of work-packed conferences was that only by a coordinated, nationwide program can cannery unions keep pace with the growing operations of industry on a national scale.

The keynote for organization work by the cannery council was sounded at the Chicago national trade division conference when speakers said that "we cannot struggle along in isolated local unions or joint councils. We have to realize that in these great national industries with which we deal we must be able to meet strength with strength."

And what the delegates already knew (and had a welcome opportunity to discuss and study) was that the canning and food processing industry is as unique as any in American economic life today.

Represent All Races

As one veteran cannery organizer phrased it: "This processing business is a rare bird. Its production schedule is irregular. Its workers represent all races. Its marketing problems have few if any parallels." Those are just a few of the headaches. But the cannery people are the finest bunch I've ever worked with—and I wouldn't trade this assignment for anything!

With an operation as highly seasonal as canning and food processing, organizational difficulties multiply. In areas, where there are mixed crops, the processing season may last from 4 to 8 months. But in single crop areas, the season may be as brief as 30 to 60 days. A plant may have 25 workers today,

1,000 on the payroll tomorrow. In most operations, however, there is a fair size group of year-round maintenance people which often becomes the nucleus around which a stable organization is built.

Unlike some other industries, a great many cannery operations are located in relatively rural areas. While this has presented some organizational handicaps, it has been discovered that once a cannery signs a union agreement the influence of labor is tremendously increased in that community. In some well-organized cannery areas, this influence has spread to help in the organization of service stations, warehouses, truck firms and other lines of Teamster jurisdiction. It also has strengthened considerably labor's standing with the rural folk in general and the rural voters in particular.

Another unique phase of food processing operations is the fact that an estimated two-thirds of the workers are women. Many of these are housewives, active in their community and civic life during most of the year. These wives and mothers look forward to their seasonal stint in the food-processing plant.

And, when they are organized, their union loyalty has been something that has veteran business agents bug-eyed with admiration.

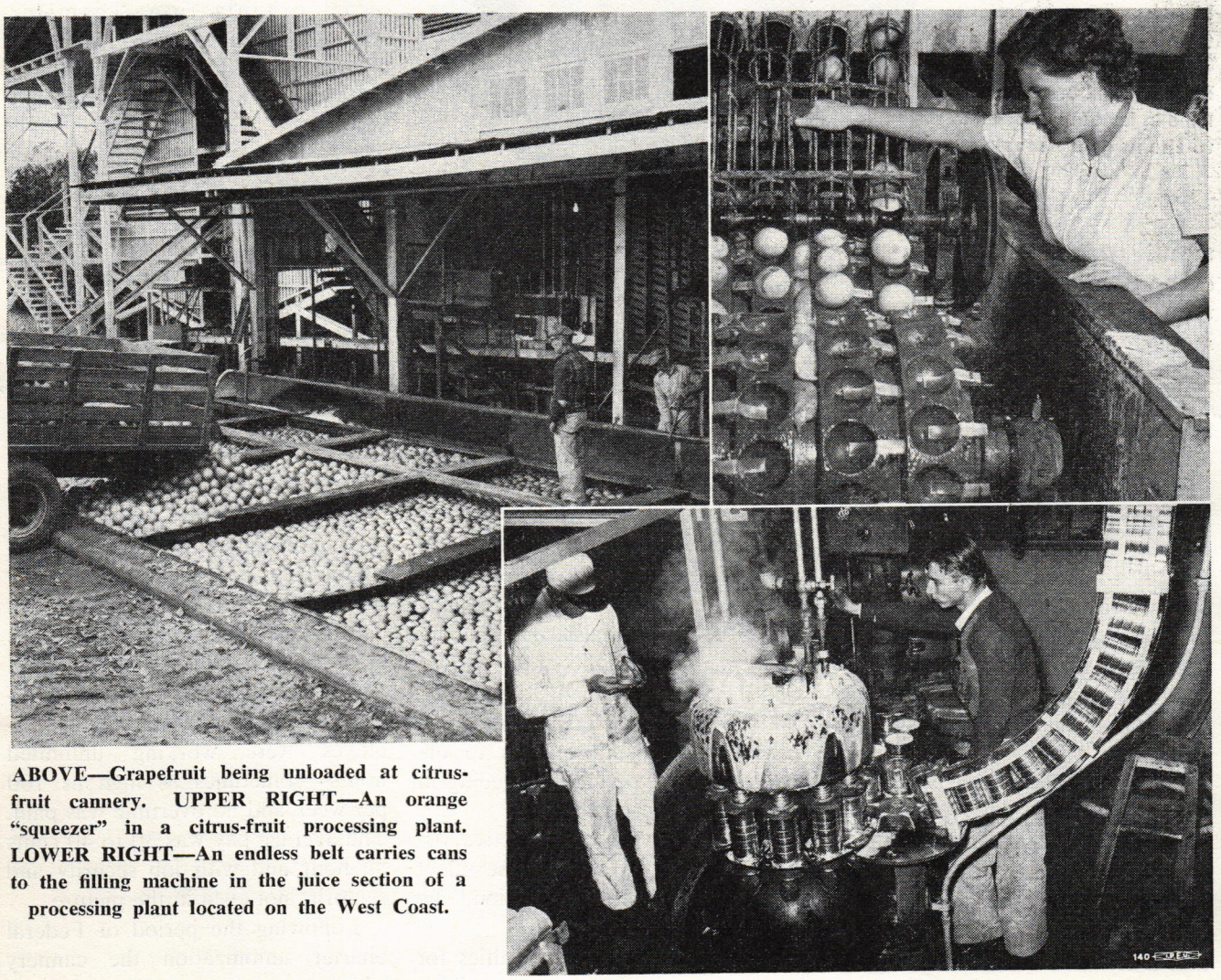
Said one Teamster official: "The spunk and spirit which these organized women display when the chips are down in a dispute is something that every member of organized labor should see. The ladies, bless 'em, are wonderful!"

A high percentage of cannery workers are non whites. Better race relations were referred to at the Chicago conference and delegates applauded speakers who declared that the National Cannery Council could and would make an outstanding contribution to racial unity with its organization program that would recognize the brotherhood of workers, regardless of race, color or creed.

Perhaps the most important reason for furthering the organization of the cannery division is that canneries have proven to be a primary link in the chain of Teamster organization and jurisdiction.

In many communities, a well organized cannery operation has been of tremendous influence in bringing about the organization of Teamster jurisdiction in the warehouse and truck driving field.

The experience of one Western



ABOVE—Grapefruit being unloaded at citrus-fruit cannery. UPPER RIGHT—An orange "squeezer" in a citrus-fruit processing plant. LOWER RIGHT—An endless belt carries cans to the filling machine in the juice section of a processing plant located on the West Coast.



ABOVE—Large, juicy tomatoes move on an endless belt to the peelers trained to a skillful job. CIRCLE—Canning wax beans; a metal basket is being placed inside high-pressure steam retorts. Cannery workers, truck drivers and warehousemen are linked by a strong economic bond in job of moving goods to the nation's markets.

town is typical. After a food processing plant had been organized, the townspeople, most of whom worked in the cannery, brought about almost complete organization of service stations, truck drivers, warehousemen and even other AFL crafts not allied with the Teamster Brotherhood.

"Organization of the cannery," said the local business agent, "was the key to the organization of our whole jurisdiction. We couldn't afford not to organize that plant. Many general Teamster locals will find that to be true when this national organization program gets underway."

Dave Beck, Executive Vice President, related that the workers came into the Teamster movement more than a decade ago from Federally-chartered unions where they already had made great progress. He noted that a tremendous job of organization lies ahead in the mid-West, East and South.

"However," he said, "I am confident that the work will be productive of tremendous gain as the actual field operations get underway. We are not going to organize, however, except by exhausting every bit of energy and time. We will have to use all the brains and ability at our command to merge a chain with all links dependent on the other."

He pointed out the great organization bond that exists between the cannery worker, the truck driver and the warehousemen. Experience has proven, he said, that a stabilized cannery organization helps to organize every type of driver going in and out of every cannery.

"This program of collective organizing will have the same effect wherever it is put into action," he stated.

There are wide opportunities for this action since the industry stretches across the length and breadth of America. The Pacific Northwest has big operations in fresh fruits, peas and beans. California has fruit, tomato, asparagus and lettuce processors. Main crops in Utah and Colorado are tomatoes and cherries. Beans, corn and tomatoes are processed in Minnesota, Wisconsin and Illinois. Michigan is strong on cherries. Strawberries are heavy in Louisiana, Texas and North Carolina. Spinach is a big crop in Texas. There are vegetable packs in Maryland and Arkansas; peas in New York, tomatoes in Pennsylvania; nut workers in the West and South and vegetable and dried fruit operations in many Eastern states.

A big wage differential exists between the West Coast and other areas of the United States and successful organization, Teamster spokesmen believe, will reduce this differential and help to stabilize costs in this highly competitive industry.

The cannery workers themselves are as active and interested group as can be found in the trade union movement. Their regular meetings are a combination of "strawberry sociables" and home-talent nights. They put plenty of zip into their meetings with emphasis on entertainment, potluck dinners, kiddie shows and the like. All this helps to weld the union with personal ties that stay strong when the going is rough.

The progress in cannery organization has been accompanied by sharp upgrading in wages paid in the industry where organization has been effective. On the Pacific Coast, ten or twelve years ago when canneries were first organized, the employes were working unlimited hours—sometimes as high as 100 per week and no overtime was paid. The average pay was 30 to 40 cents an hour and with job security and seniority not even in the picture.

Following the period of Federal charter unionization the cannery

workers came into the International Brotherhood of Teamsters. Today the wage picture is in sharp contrast to what it was when organization first began. In Washington and Oregon, two great fruit producing states, the base rate for men now is $1.14 per hour while in California it is $1.20 per hour.

In addition to better wages, we find provision for the eight-hour day and the 48-hour week with one week vacation after 1,600 hours and two weeks after five-year employment. The union shop, night differential, seniority, and other benefits are included in present contracts.

State labor departments have established minimum wages in the industry and many thousands of our fellow members are covered by Teamster insurance policies. The unions have their own statistical divisions to keep them up to date on facts and figures for use in wage negotiations. They have their own welfare programs, publish their own papers and enjoy many membership and social benefits.

With the West Coast advanced in terms of organization, major attention in organization is being directed to other parts of the country. The cannery workers have about 125,000 organized on the West Coast in the peak season. It is difficult to say with certainty how many people are employed in the canning industry since there is a marked seasonal variation according to crops and locations. The U. S. Bureau of the Census reports a peak figure in September of 444,000 and a low figure of 136,000 for March. These figures for the canning and preserving industry were for the 1948 pack.

If this uncalled for increase is granted, the western situation will be made even more acute competitively speaking.



Our members engage in sorting cherries in a western cannery.



Apples are spread out for drying in an eastern dehydration plant before packaging. Department of Agriculture photos.

EDITORIALS

A History-Making Series

With this issue of THE INTERNATIONAL TEAMSTER, appears an account of the last of the series of trade divisional organization meetings which have been held during the winter and spring. With the Chicago meeting which closed April 30, we have completed organization of our Union along trade division lines.

The members who attended the organization meetings and those who have read the proceedings and THE TEAMSTER'S accounts of the sessions know the reason for the sessions. They know that trade unions must keep pace with the changing conditions and requirements of industry.

The International Brotherhood of Teamsters has always been able to size up changing economic situations and act accordingly. We have come to a point now wherein we must realize that most of the business with which we deal is operated on a national basis. While some may not be national in appearance, it is governed by national practices and procedures.

The only way to meet this changing practice by industry is to have our trade union so organized that it can function likewise on a national basis. We will gain strength through our new method of organization and we will gain in membership and stature as we tackle the big job ahead.

Disturbing Trends

Reports on consumer purchasing power show that for the third straight month the nation has suffered a decline. The figures show that the March level was $2,000,000,000 below that of February—3 per cent under the December high.

These figures are more than statistics from a Government bureau. They show a disturbing trend in the nation's economic health. They are especially disturbing to the workers of the nation. For a decline on purchasing power is of vital concern to the laboring people of the country.

This decline means that the working people themselves will have less and less with which to buy the comforts and necessities of life. And this will mean a lowered standard of living. Furthermore, it will mean that all the people of the country can buy less. And if they buy less, the demand for goods which working people grow, pack, process, fabricate, manufacture and transport becomes less. And this of course means less to do and fewer jobs. As the jobs become fewer the unemployment figures take a rise.

We hope this decline in purchasing power—even though a slight one now—is arrested, stopped and the line showing consumer purchasing starts back up. It is only in a rising and not falling volume of consumer purchasing power that the working people and the nation itself prospers. A constant and sharp decline can only spell misfortune to all of us.

Big Profits

When we hear of declining purchasing power and threats to cut wages it is interesting to note reports on corporation profits. The *New York Times* said in a recent financial article that "American industrial manufacturers last year passed a fantastic production and earnings milestone."

While the article pointed out that the earnings in 1949 would be somewhat lower, it did relate some extremely interesting figures on 1948 earnings. In a survey of 815 companies in 70 manufacturing fields the figure topped the $6.5 billion mark as compared with approximately $5.2 billion for the previous year. This increase was about 26 per cent.

Record earnings were reported in the survey cited by the *Times* in such industries as petroleum, automobile, steel, construction, aviation, heavy industry and shipbuilding companies. The steel industry for example showed increased earnings of 34 per cent while petroleum was up in volume by 8.6 per cent. Twenty-seven companies reported a

gain of 52 per cent—repeat a gain of 52 per cent over the previous year!

There are many uncertain factors in the present economic situation. We cannot tell whether or not high earnings will be continued. However, when we read about the "plight" of industry, it might be well to remember some of these record-breaking earnings of last year.

Northern Travel

This is the vacation season and hundreds of thousands of people will be on the road seeing new places, visiting national parks and other points of interest.

The slogan, "See America First" might be considered a good one if we expand the "America" to include all of North America. For our friendly neighbor on the north, the Dominion of Canada, has some magnificent travel and vacation sights which those of us in the United States would enjoy seeing.

In this issue of THE TEAMSTER we have an article on the Trans-Canada highway as part of our highway series. This highway passes through some of the most colorful, historic and scenic regions of the Dominion. Anyone going for a northern vacation would do well to pay a visit to a number of the points of interest along that highway.

One of the significant things about this highway is that its progress in construction work was given a big boost by the increased use of the automobile and the motor truck transport growth. Trucking has proved so convenient in modern life that nations are finding it necessary to reshape their transportation systems to fit needs of trucks and other types of automobiles.

Strong Measures Needed

No one knows better than members of the Teamsters Union the seriousness of our present highway system. Traffic congestion is slowing the movement of commercial and pleasure traffic, particularly in our great metropolitan areas.

Various remedies have been tried, including extensive off-street parking and requirements that hotels, apartment and office buildings provide parking space for tenants.

But these steps are not remedies—the traffic disease calls for far more drastic medicine than has been applied to date. Our entire highway system needs re-study and much of it needs overhauling.

In a relatively few years some ten million new vehicles have been registered and our population has increased by 25 million in less than 20 years. This all means additional requirements for living space, for auto facilities, for transportation needs. This all adds up to compounding our problems and difficulties.

Last year the nation spent more than a billion and a half dollars on road work. This was a record total, but in terms of the 1939 dollar it was substantially less than $750,000,000 in highway construction. We cannot keep pace with our growing traffic needs unless we step up our program all the way down the line—national, state, country, city, and rural rehabilitation of highways.

Danger Signals in Housing

Legislation on housing seems to drag on interminably in Congress with progress being impeded at every possible way by the real estate lobby.

A strong warning of some of the disturbing signals was made in the House of Representatives by Congressman Hugh Mitchell (Dem., Wash.) in comments on the proposed housing legislation.

Congressman Mitchell made some observations which are timely and which are being borne out as liberal legislation of all sorts encounters difficulties.

"At this hour," said the Congressman, "every one of us is being flooded with demands to vote against public housing and 'save the American way of life.' Most of the arguments have been worn threadbare . . . there is a new strategy . . . Those who consistently obstructed comprehensive housing legislation . . . are now proposing a series of crippling amendments . . . They (real estate and housing obstructionists) have learned that a frontal attack on housing reform is bad politics. Instead of honest out-and-out opposition you will find them offering numerous and complicated amendments whose sole purpose is to sow doubt and confusion."

Congressman Mitchell's warning is timely. Members of the House should not be taken in by plausible sounding amendments. Members should consider the source of the amendments. The representatives who are under oath to support the Constitution and serve their districts should not be thwarted from doing a job for the people. They should be ever alert to the tactics of the reactionary obstructiontists. Vigilance will be the price of decent housing legislation.

International's History-Making Organizing Plans Completed



Machinery for the most intensive organizing drive in the history of the American labor movement was completed at the third general organizing conference in Chicago, April 27-29. A general view of delegates in session is shown above. Five new trade divisions were formed and policy committees named during the conference, raising the total number of trade units covering various phases of Teamster jurisdiction to 15. At the conference, Executive Vice-President Dave Beck reported on successful over-the-road checking drive.

Five New Trade Units Formed

President Tobin, Citing Progress, Reminds Conference of Serious Conditions Faced By Labor, Sends Parley Wishes for Success

"WE HAVE set in motion the machinery of organization to do a job never before equalled in the trade union movement."

With these words Executive Vice President Dave Beck closed the third general organizing conference in Chicago April 29, marking the completion of formation of 15 national trade divisions of the International Brotherhood of Teamsters.

"More important than increasing our membership," Vice President Beck, conference chairman, told the 700 delegates, "is the improvement of the wages, hours and working conditions of our members."

Third General Session

The conference, held April 27, 28 and 29 in Chicago, marked the third general session in which members of the International Brotherhood of Teamsters from all parts of the United States, from Canada, Hawaii and Alaska met to organize trade divisions along national lines.

Highlights of the conference included:

1. Establishment of five new national trade divisions with policy committees and organizational structures.

2. Presentation by Chairman Beck of a preliminary report on the April 1-15 Over-the-Road Truck Checking Campaign which he characterized as a "success far exceeding our expectations."

3. Notice was served on the Retail Clerks International Association that the International Brotherhood of Teamsters will insist on compliance with recent inter-union understanding with respect to jurisdiction.

4. Two messages from General President Daniel J. Tobin were read to the conference. One wished the conference success. The other, read on the final day of the sessions, informed the delegates that General President Tobin had sent a telegram to the majority leaders in the Senate and House, vigorously repudiating any suggestion of the general strike or any other similar weapon as a demonstration of labor's disapproval of the Taft-Hartley repeal bill opposition.

5. The conference saw a motion picture, "From Many—One," on the operation of the Western Conference of Teamsters.

6. The conference heard an address by J. Albert Woll, general counsel of the International Brotherhood of Teamsters, outlining some of the current legal problems facing organized labor.

Organized labor must adapt its methods of operation to the changing conditions of modern industry, Vice President Beck told the delegates in his address opening the third general organizing conference.

"Industry has adopted the national method of doing business. And, we must likewise operate on a national basis. We cannot struggle along in isolated local unions or joint councils. We have to realize that in these great national industries with which we deal in our work, we must be able to meet strength with strength—and we cannot have the necessary economic strength unless we muster our resources along national lines," the chairman said.

Activities Expanded

"If we are to progress, we have to change our ways of conducting our affairs. We used to be a union which had drivers who drove teams and made deliveries in a narrow or restricted radius—only 10 or 15 miles a day.

"Today our members drive trucks in great over-the-road operations which take them hundreds of miles from their home bases. Some of these drivers, in their routes, may travel through not one or two, but through a great many jurisdictions of our local unions and joint councils. We, as a result, cannot expect to operate our business of labor organization, with these new fast methods of transportation—in this age of speed—in the same fashion we did forty years ago," Mr. Beck declared.

Problems Outlined

In outlining some of the problems facing the Teamsters today, the executive vice president referred to the problems of organizing warehouse workers, automotive and service station employes, grocery drivers, bakery and cannery workers and others in the trade divisions

President Tobin Issues Statements to Session

Two important messages, of vital concern to every member of our International, were sent to the Chicago organizing conference by General President Tobin. In them, President Tobin points out labor's responsibilities, as well as the seriousness of conditions facing the labor movement.

Complete texts of the messages are carried in this issue on pages 17 and 22.



National Bakery Drivers' Conference Policy Committee

Left to right (seated)—J. P. McEwen, 227, Seattle; Jack Annand, General Organizer, Los Angeles; John Bailey, 611, St. Louis, secretary-treasurer; Wm. A. Lee, 734, Chicago, chairman; Robert Lester, 33, Washington, D. C.; W. J. Phillips, 484, San Francisco; and J. B. McElhinney, 335, Kansas City, Mo. (Standing)—J. E. O'Hare, 289, Minneapolis; J. A. Clarke, 550, New York; C. A. Bolton, 276, Los Angeles; Oscar Johnson, 170, Worcester, Mass.; Geo. E. Frazier, 485, Pittsburgh, and L. B. Jerman, 52, Cleveland.



Policy Committee of the National Cannery Conference

Left to right (seated)—Mary Jenkins, 678, Detroit; Edw. Benjamin, 670, Salem, Oreg., recording secretary; Anthony Morris, 251, Providence, chairman; Lewis Harkins, Western Cannery Council, Seattle, secretary-treasurer; Ethel Way, 760, Yakima, Wash.; and Chas. Terracini, 43, Racine, Wis. (Second row)—Pauline Bien, 616, Fresno; Harry Karsh, 685, St. Louis; Chas. Johnson, 404, Springfield, Mass.; Oscar Williams, 796, Puyallup, Wash.; Pat Mahoney, 369, Muncie, Ind.; H. C. Torriano, 470, Modesto, Calif., and Herbert Wagner, 562, DeKalb, Ill. (Back row)—J. D. White, 238 Cedar Rapids, Iowa; Geo. Nelson, 698, Modesto; Hal Angus, California Cannery Council; Jos. Dillon, 655, Sunnyvale, Calif.; Edw. Felley, 679, San Jose, Calif.; Michael Elorduy, 857, Sacramento; Verne Pankey, 750, Oakland, and M. R. Dixon, 745, Dallas. Absent when this photo was taken were Robert Holmes, 337, Detroit, and L. B. Ickes, 30, Pittsburgh.

convened for the Chicago conference.

"One of our greatest opportunities lies in the automotive and service station field," Mr. Beck said. "As members of the Teamsters Union, we control the use of millions of gallons of gasoline and fuel oil for the vehicles we operate. The nearly one million members of our Union control the purchase for their own private cars of great quantities of gasoline and the use of auto supplies and services.

"All of this buying power should be channeled toward the union service stations. We would not think of going into a non-union barber shop or a non-union restaurant. Our sister crafts in the American Federation of Labor have done a good job in making the labor field conscious of their union labels and their union shop cards.

"We have got to do the same—we have to organize the automobile service field so that we can make certain that employers who give our people employment are the ones who will get our business—our trucking business and our private car business."

Cites Example

The speaker outlined in detail the reasons for organizing along national lines and said that the Western Conference of Teamsters was the "guinea pig" upon which had been tried out successfully the principles over a period of years, which the conference now had under consideration.

He said the Western Conference encompassed 11 states, with seven per cent of the U. S. population, but that this same area had 32 per cent of the membership of the International Brotherhood of Teamsters. The same proportionate organization throughout the United States would bring the Union some 4,200,000 new members, he observed.

Referring to the cannery problem, the executive vice president said, "We have a serious condition in the cannery industry. We are far better organized on the West Coast than are canneries in the Middle West and the East. Yet, how can we continue to get decent wages from Western canneries if their competition in the East has the advantage of lower wages and freight rate differentials. We have got to look at the canning industry picture from a national standpoint. If low wages prevail in one section, they are bound to influence the wage structure in another section.

"Labor has nothing to sell but its own toil. And we have to protect what we have for sale by every means at our command," the speaker said in urging thorough organization throughout the Teamster jurisdiction. "We do not care to enter political action. We have always used economic weapons and

President Daniel J. Tobin's Message To the Organizing Conference

April 25, 1949.

Mr. Dave Beck, Chairman
Trade Conference Meetings
Morrison Hotel
Chicago, Ill.

Dear Sir and Brother:

I want to send to the Trade Conference of our Brotherhood now holding its session in the Morrison Hotel in Chicago my best wishes and sincere greetings of encouragement in the splendid work which is contemplated and undoubtedly will be discussed in the many sessions of this conference.

The conditions confronting labor today throughout the world are more serious and more dangerous than ever in our history. The United States Government is practically the only salvation there is for nations' desire to live and function under the democratic form of government enjoyed by the United States.

In many instances the Teamsters Union has made great progress, but we must watch our step from now on or else we can go backward. I depend upon your conference to courageously, from a strict businesslike standpoint, consider the future to the end that you will map out a program that will not lead us into serious setbacks or legal controversies. See to it, with all the power within you, that your decisions and policies will be observed, as much as it is humanly possible to do so, without bringing about serious dissensions. Such dissensions could lead to the weakening of the great structure of the International Brotherhood of Teamsters and the labor movement of America.

These are the days that try men's souls and only those who have the courage and the intelligence to see into the future shall continue to succeed.

I send you my congratulations and my prayer that your conference will be a success as I am certain that it will be.

Fraternally yours,

DANIEL J. TOBIN,
General President.



National Conference of Federal, State, County, Municipal and Public Service Employees Policy Committee

Left to right (seated)—Horace Green, 540, Syracuse, N. Y.; H. H. Seavey, 664, Minneapolis, secretary; D. O. Sark, 726, Chicago, chairman; M. R. Dixon, 745, Dallas, and John Acropolis, 456, Yonkers, N. Y. (Second row)—Chas. Terracini, 43, Racine, Wis.; Theo. Johnson, 609, Pittsburgh; Anthony Morris, 251, Providence; E. J. Loehr, 50, Collinsville, Ill.; Louis Swiegert, 429, Reading, Pa., and O. J. Ring, 541, Kansas City, Mo. (Back row)—F. H. Salter, 13, Denver; G. W. Copps, 726, Chicago; G. E. Rice, 932, Cincinnati; Ray Norton, 383, Sioux City, Iowa; J. T. Gardner, 403, Los Angeles; E. J. Williams, 135, Indianapolis; J. F. Ward, 216, San Francisco, and G. R. Purvis, 501, Vancouver, Wash. Frank Hannan, 244, Cleveland, was not present.



Policy Committee of the National Conference of Chauffeurs and Taxicab Drivers

Left to right (seated)—B. I. Bowen, 465, Seattle; W. N. Keifer, 414, Ft. Wayne, Ind.; C. A. Ebelt, 349, Houston; C. H. Koch, 958, Minneapolis; A. T. Lipps, 762, Omaha; H. Shopback, 643, New York, and Lloyd Rhoades, 11, Evansville, Ind. (Second row)—P. J. Rossano, 559, Hartford; J. W. Ritchey, 508, Toledo; Leo Asher, 555, Cleveland, chairman; Dan Milonich, 165, Sacramento; A. O. Garrison, 281, Portland, Oreg.; H. P. Dillon, 505, Huntington, W. Va., and A. J. Testa, 933, Rochester, N. Y. (Back row)—L. D. McCord, 260, Columbus, Ohio; C. F. Dignan, 651, Cincinnati; I. J. Rogers, 72, Des Moines; R. C. Wilson, 640, Los Angeles, secretary; Walter Bass, 923, Oakland, Calif.; R. E. Bowen, 775, Denver; Ray Oetting, 14, St. Charles, Mo.; O. L. Morehouse, 141, South Bend, Ind., and D. J. Zenga, 496, Boston; M. Pearlstein, 643, New York; Charles Pirolli, 156, Philadelphia; Carl Paddock, 587, Kansas City, Mo.; H. V. Berg, 662, Eau Claire, Wis.; Robert Markov, 777, Chicago; E. J. Loehr, 50, Collinsville, Ill., and Ray Atkinson, 334, Spokane, were absent when picture was made.

shall continue to do so. But we are going to protect labor even if it means entering the arena of political action. We will develop strong political action if we find it necessary."

Mr. Beck referred at this point to the British experience and the trend toward socialization, which is the result of repressive anti-labor acts on the part of British government officials following the great general strike after World War One.

"I believe in free enterprise. I believe that the highest attainment of living by working people has been achieved under our form of government and our economy. We want to better ourselves and have a decent standard of living under our system, but those who control the destinies of our economy have got to realize that they have some responsibilities, and that the working people have a strong voice which will be heard in the conduct of our affairs."

In looking forward to labor's problems in the months and years ahead, Vice President Beck commented on national defense, the menace of communism and the need in the Labor Movement for strong leadership.

New Responsibilities

"These changing times are bringing new duties and new responsibilities to labor and leaders of labor. We must keep our nation free of subversive influences. We must see that it has a national defense. We must see that our people are well informed and understand thoroughly the problems of Government and of modern economics.

"We need leaders today as we have never needed them before. I urge you to develop in your local unions and joint councils leadership which can carry on our work and meet these changing and increased responsibilities. The fight ahead will not be easy—it will be hard and long in the task of national organization. But we have able people and we are confident of success."

Support of the International Office in behalf of the national trade division organizing campaign was shown in a letter from General President Daniel J. Tobin.

Calling conditions in the world today "more serious than ever in our history," President Tobin urged the development of organization activity which would strengthen and carry forward the purposes of the International Brotherhood of Teamsters.

On the final day of the conference, at the general session of delegates, Vice President Beck read a telegram from President Tobin with reference to the Taft-Hartley bill debate. A member of Congress had suggested that the presidents of the American Federation of Labor and of the Congress of Industrial Organizations call a one-day general strike to voice labor's disapproval of some of the opposition in Congress to the labor-backed bill designed to repeal the Taft-Hartley Act.

President Tobin took vigorous exception to the recommendation for a one-day demonstration by labor and sent a telegram to Senator Scott Lucas and Representative John W. McCormack, majority leaders in the Senate and House. The General President said that neither of the labor leaders would call such a strike and if they did such an effort would be repudiated by 99.5 per cent of the workers. Mr. Tobin further said that he was opposed to general strikes, slowdowns or sitdowns or "any kind of paralysis of industry." Labor must win the justified laws as they have done in the past "by their brains and their ballots."

Procedure Explained

The Chicago conference was conducted along procedures which had been developed and found successful in two past similar meetings held in January and March. Following the general session of delegates caucuses of trade divisions were held, followed by meetings of policy committees organized at the caucuses.

One of the oldest divisions, which has been operating along national lines for several years, is the National Bakery Drivers Conference. This group has been meeting and discussing plans of operation. The existing Advisory Committee was named as the Policy Committee of this division, with William Lee, No. 734, Chicago, Ill., as chairman, and John Bailey, No. 611, St. Louis, Mo., as secretary.

Strike Discussed

Chief item of discussion in both the general session and Policy Committee meetings of this division was the strike situation involving No. 550, New York City. Members representing locals in all parts of the country heard direct reports from No. 550 and Chairman Lee said that he believed all agreed that Teamsters realized that "550's fight is our fight—wherever we are."

When this division made its report at the final general session of delegates, it pledged support and aid to No. 550, which was emphatically underscored by Executive Vice President Beck, who said, "We have got to win this fight—and we can say here and now that we will see that the resources of our Union are placed behind No. 550 until it wins. That fight must be won. The whole country is watching it."

Unusual problems, different from those confronting any other division, face the members of the Federal, State, County, Municipal and Public Service Employes Conference, the delegates were told by Harold H. Seavey, No. 664, Minneapolis, Minn., secretary, who made the report for the division. In addition to the problems of jurisdiction in public employes' work, this division is involved with the problem of dealing with various governmental units. Such a problem is quite different from that involving a private contractor or employer, who can speak directly and wherein labor relations are encompassed by Federal and State laws and regulations.



National Conference of Building Materials and Construction Drivers Policy Committee

Left to right (seated)—John Rohrich, 436, Cleveland; C. A. Burns, 379, Boston; John O'Rourke, 282, New York, chairman; G. R. Purvis, 501, Vancouver, Wash., secretary; E. E. Metzinger, 420, El Monte, Calif.; and J. F. Ward, 216, San Francisco. (Second row)—John Acropolis, 456, Yonkers, N. Y.; F. H. Salter, 13, Denver; A. Christensen, 559, Hartford; H. A. Anderson, 535, Reno, and L. J. Gizza, 341, Pittsburgh and I. C. Rhodes, 697, Bellaire, Ohio. (Back row)—Geo. Williams, 221, Minneapolis; Willis Thomas, 369, Muncie, Ind.; Larry Monahan, 731, Chicago; R. E. Miller, 968, Houston; M. R. Dixon, 745, Dallas; and P. P. Higgins, 682, St. Louis, W. J. Watson, 90, Des Moines and Al Crowder, 174, Seattle, were absent when this photograph was taken.



National Fresh Fruit, Vegetable and Produce Conference Policy Committee

Left to right (front row)—Chas. Cimino, 400, Cleveland, secretary-treasurer; B. I. Bowen, 195, Seattle, chairman; Harvey Bierman, 944, Pittsburgh, recording secretary; and Sam Butcher, 850, Cincinnati. (Second row)——John Angelo, 377, Youngstown, Ohio; Bert Brennan, 337, Detroit; D. F. McNaughton and G. W. Ewer, both 346, Duluth; F. V. Irvin, 588, Oakland, Calif., and Tony Schullo, 638, Minneapolis. (Back row)—H. R. Lown, 83, Phoenix, Ariz.; S. Giannini, 280, San Francisco; Al Harris, 890, Salinas, Calif.; Carl Paddock, 8, Kansas City, Mo.; Leo Bauer, 233, Indianapolis, and Jos. McBride, 630, Los Angeles.

Ways and means of meeting these problems are being developed by the 19-man Policy Committee headed by David O. Sark, No. 726, Chicago, Ill. A survey is to be undertaken and immediate efforts made to raise funds to operate the division, which will have its headquarters in Minneapolis, Minn. The Policy Committee includes representation from the geographic areas of the country, together with four members representing existing municipal drivers' local unions.

In outlining some of the problems facing the cannery workers, Vice President Beck said that he knew of no group which has as great potentialities as the cannery division. The conference received from this division an excellent brochure entitled "Here are Some Facts on Why We Need a National Council." Anthony Morris, No. 251, Providence, R. I., was named chairman of the cannery division, and Lewis Harkins, director of the Western Cannery Council, Seattle, Wash., secretary.

In the general session of this division, as well as in its Policy Committee sessions, reports were received from delegates from various parts of the country where organization now prevails.

When Secretary Harkins made the division's report he said that $8,500 has been pledged, with $6,500 more to be available when the processing season opens, bringing the goal of the division to $15,000. It was also pointed out in the report that the problem of jurisdiction in canning industry and the problem of the seasonable character of the business poses special difficulties in the organization of the industry.

The necessity for bringing into the union, cannery workers from other parts of the country is regarded by this trade division as absolutely essential in order to protect the status of those now in the industry in the West, where most of those now organized are located.

The trade division, with its 22-member Policy Committee, will have its headquarters in Seattle, Wash.

Taxicab drivers are being given their first real organizing break with the organization of a trade division in the International Brotherhood of Teamsters, Leo Asher, No. 555, Cleveland, Ohio, chairman of the group, said in commenting on the work of this division.

Problems of the taxicab industry are many and complex, Vice President Beck said in addressing the general session of this conference. He said that he believed the men and women in this industry deserved organization in order that they might have decent wages and working conditions and would not have to depend on the sharp practices which too often in the past have characterized this industry.

'Must Organize'

"We must help eradicate the things which are detrimental to this industry," Mr. Beck said. "We must organize this industry and see that it is conducted in concert with the best interests of our government—Federal, state and local. We cannot allow corrupt political influences to hold sway in this industry."

R. C. Wilson, 640 Los Angeles, Calif., is secretary of the division. In reporting for the National Conference of Chauffeurs and Taxicab Drivers, Mr. Wilson said that he believed real progress was being made by the Policy Committee and that steps were being undertaken immediately to gather statistical data and information on which to base cases for negotiations.

Problems of jurisdiction are particularly acute in the building materials and construction field, reported George R. Purvis, 501, Vancouver, Wash., secretary of the National Conference of Building Materials and Construction Drivers. John O'Rourke, No. 282, New York City, was named division chairman and a 19-man Policy Committee, which has representation from every geographic area, was selected.

The future of work of this division was the subject of extended comment by Vice President Beck in the closing session of delegates. He said that with construction projects ahead, particularly in the field of national defense, he believed that this division has a bright future. He observed that it would be imperative for the division to protect Teamster jurisdiction and that this matter of protection would be a continuing job in the face of great technological changes and the introduction of labor-saving devices in the building and construction field.

A report to the final session of delegates was made by National Fresh Fruit, Vegetable and Produce Conference, one of the first trade divisions to be established under the new national organizing program. Harvey Bierman, No. 944, Pittsburgh, Pa., recording secretary, reporting for the Policy Committee, said that its program was developing to a point where the Conference might render assistance upon request, with the first such request coming from the Yakima Valley, Local No. 760, a three-man committee, including Secretary Bierman, Sam Butcher, 850, Cincinnati, Ohio, and Fred V. Irvin, No. 588, Oakland, Calif., was scheduled to visit No. 760 and assist in the wage problem in that area involving the Tree Fruits Association.

A three-man finance committee was also announced from this division including John Mahoney, No. 703, Chicago, Ill.; John Angelo, No. 377, Youngstown, Ohio, and Fred Irvin, No. 588, Oakland, Calif. Office of this trade conference is being established at Pittsburgh. B. I. Bowen, No. 195, Seattle, Wash., is chairman, and Charles Cimino, No. 400, Cleveland, Ohio, is secretary-treasurer.

Einar Mohn, international organizer at San Francisco, Calif., reported to the conference, that a situation has arisen in Los Angeles, Calif., which threatens again to plunge the Retail Clerks International Association and the Interna-

tional Brotherhood of Teamsters into disagreement. He stated that the Retail Clerks Union in Los Angeles, in violation of its agreement with the Teamsters, has invaded our jurisdiction. The clerks have struck one food store chain which has refused to comply with its demands.

Brother Mohn said the situation was so serious that it might spread to the entire United States. The clerks are attempting to prevent Teamster members from coming into retail establishments and setting up their displays and servicing their products. Bakery and milk drivers are particularly affected. The clerks' attempts to curtail what has been a long established practice in the industry, is in violation of an inter-union agreement recently arrived at after long series of conferences between international officers of the two unions.

In commenting on the Los Angeles situation, Vice President Beck said that unless this situation is corrected at once, the Teamsters will start organizing the workers in the back of the stores into the warehouse division and "will work toward the front of the store as long as it is necessary to correct the condition."

The history of labor progress was traced in a brief address by J. Albert Woll, national legal counsel, who had come to the general organizing conference to attend general and caucus sessions and to confer with Teamster officials. He warned of the effect of the Taft-Hartley and Hobbs Acts and said that labor in general and the Teamsters in particular should concentrate their forces toward repeal of this onerous legislation.

In his closing remarks to the final session, Vice President Beck said: "We have now completed organizing our trade divisions—we can now go home and set into motion the machinery of organizing activity. We are proving every day the effectiveness of this method of operation in the labor movement. We are entering an era of reduced employment and must use our brains and hard work to cope with our problems.

"We are gaining and we are going to make substantial gains in the months and years ahead. Nothing is going to stop us. As you examine the potentialities of organization in all our trade divisions, you can see that my estimates of an organization of three million members is by no means an exaggeration if we do our job.

"Ours is a great union. We have come up the hard way. We grew to great strength long before the days of the Wagner Act. We grew despite injunctions and other obstacles in our path. We will continue to grow, whether the Taft-Hartley Act is repealed or not. We have come up the hard way. We will continue. We will use the picket line, our own militancy and every legal avenue of operation.

"We will not trespass on any other jurisdictions. If we are challenged we are willing to submit to the lawful procedure of the American Federation of Labor for the settlement of jurisdictional disputes.

"I am delighted at the fine start this and other conferences of delegates has made. We have a long and hard job ahead, but I am certain that we will carry through to a triumphant success in our great undertaking."

President Tobin Raps Rumor Of General Strike Request

Indianapolis, Ind.
April 28, 1949.

Mr. Dave Beck
Chicago, Ill.

Dear Sir and Brother:

You may read the following telegram to your conference which I today addressed to Senator Scott Lucas and Congressman John McCormack:

"It has been rumored over the air that certain Congressmen have decided to request William Green and Philip Murray to call a general strike of all the organized workers of the nation as a protest against the actions of certain opposition to the Taft-Hartley law. I am sure that President Green or President Murray will not comply with such a request because they do not believe in that kind of doctrine. If they did make such a request, the organized workers of the nation would repudiate such a request by ninety-nine and one-half per cent. I have opposed general strikes, serious slow downs or sit-downs all my life. General strikes throughout this country and the world set back labor. Labor believes, as I understand it, that it is unfair and unjust to injure your friends in order to strike at your enemies. I am opposed to any kind of general paralysis of industry by labor unless honest arbitration is refused by the employing class. Labor must win the justified laws granting them freedom as they have done in the past by their brains and their ballots."

DANIEL J. TOBIN.
General President.

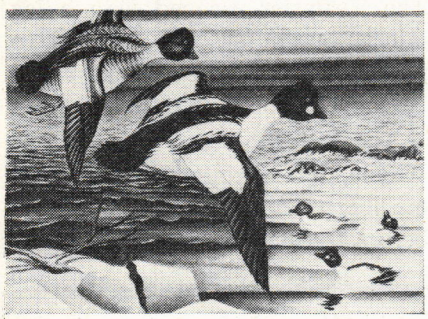


American Goldeneyes Fly On the 1949 Duck Stamp

Flying on the 1949 duck stamp will be a pair of American goldeneyes (whistlers). The stamp goes on sale July 1 at the usual price of $1. This year's duck stamp design is the work of Roge E. Preuss, decoy maker, of Minneapolis, Minn.

Revenue from duck stamps is used to build and maintain refuges and breeding grounds for waterfowl. Last year 1,722,677 duck hunters bought stamps.

There has been some talk of raising the price of the ducks stamps, issued by the Fish and Wildlife Service, to $2. We believe a Denver outdoors columnist echoed the opinion of most sportsmen when he said hunters would be willing to spend the extra greenback **providing** they had assurance the additional funds would be used exclusively to help increase and maintain the nation's duck population.



Duck-stamp scene makes fingers itchy.

★

Uncle Sam's Agents Crack Down on 'Duckleggers'

While on the subject of ducks, we might take note of an outbreak of "ducklegging" in California. The Fish and Wildlife Service of the Department of the Interior reports that Uncle Sam's law-enforcement agencies are cracking down hard on the "duckleggers."

In fact, the heaviest punishment on record for violation of the Migratory Bird Treaty Act was levied against a "ducklegger" recently in Sacramento, Calif., federal court. The violator was fined a total of $2,500 and sentenced to two and one-half years in jail on five charges of killing, selling and transporting wild ducks.

The "ducklegger" pleaded guilty to killing a total of 1,129 ducks in three days. He was caught when he attempted to sell 829 to federal agents posing as wholesale buyers.

A restaurateur who purchased some of the illegally-killed ducks was fined $385 after admitting he had bought 50 wild ducks from the "ducklegging" ring. The government said several other members of the game-destroying gang are awaiting trial.

Sportsmen the nation over will applaud the Government's fight against such wholesale slaughter of one of nature's finest fowl.

★

June Is D-Month for Many Bass Fishermen

June opens the season for bass in many states. The Michigan season begins June 22; Minnesota, June 20; Wisconsin, June 20; Virginia, June 20; West Virginia, June 18; Ohio, June 16; North Dakota, June 16; New Jersey, June 15; Indiana, June 16; Iowa, June 1; and Delaware, June 25. Bass—large and small mouth—are all-time favorites of many fishermen, and a good percentage of the 15,000,000 Americans who head for their favorite streams this summer will be seeking the limit.

A handsome bass looks exceptionally good on the end of a line and in the frying pan. If you're taking your line and tackle along on vacation, remember the following states have no closed season on bass or other fish, except as noted: Alabama, Georgia (excepting trout), Kentucky, Louisiana, Mississippi, Nebraska (excepting trout), Florida, North Carolina (excepting trout), Oklahoma, and Texas.

Average fees for short-time, nonresident licenses in these states are around $2. Small-mouth bass are seldom found in Southern states, but largemouth abound in many Southern lakes and rivers, particularly in the South Alabama and Western Florida area.

★

Fish Not Biting? Just Tickle Their Stomachs!

Chances are most of us will want to stick to the conventional rod and reel or pole types of fishing, but we'll pass along another style, for what it's worth. It is called "noodling," and, here and now, we want to emphasize this isn't a recommendation, but merely a report on an odd manner of getting fish.

All the equipment one needs for "noodling" is a stick and a pair of strong hands (plus iodine and bandages). Best time for "noodling" is after sundown.

After finding a spot which seems a likely swimming hole for catfish, the noodler wades into the water with his small stick. He explores deep recesses in the water, near the bank, and feels below the surface for resting catfish.

The stream chosen should be a typical catfish hideout—complete with big rocks, undercut banks, brush piles and lively with riffles. The noodler should move slowly when searching for the catfish's hiding place.

When he finds one, he quickly tickles, the "cat" on the underside. For some reason, unknown even to students of "noodling," a catfish opens his mouth when he is tickled. Then, all the noodler has to do is place his hand in the "cat's" mouth, grab a handful of fish and wrestle it to shore.



This fish probably will die laughing.

Of course, catfish have been known to bite, and the noodler may emerge second best in the contest. That is when the iodine and bandages are removed from the tackle box.

The stick for tickling is optional. Some expert noodlers use the backs of their hands or their fingers. Others maintain a corn cob applied to the catfish's stomach will make him open his mouth quicker than a bull minnow can flop out of your hand.

But, the fact remains that any sized catfish (hundred-pound ones have been caught, but not with bare hands) will open his mouth in yodeling style when goosed in the stomach.

"Noodling," incidentally, is banned in some states, presumably for the reason that such a pastime might bring the wives of noodlers to the brink of nervous collapse.

We believe it is safe to predict this form of fishing will never replace the pole and line.

Mishap-Free Record Wins District Title

A dairy driver for over a quarter of a century, Teamster Carroll C. Artes of Local 246, Washington, D. C., has won the District of Columbia's "Driver of the Month" title with a safety record which includes 400,000 miles without an accident.

Brother Artes has been a member of Local 246 for 12 years and has driven for Chestnut Farms dairy for 27 years.



Brother Artes

After receiving the "Driver of the Month" title, he appeared on a television program in connection with the District of Columbia's Accident Prevention Week.

Since his dairy firm began awarding pins for safe driving in 1932, Teamster Artes has been the winner each year.

He will receive his eighteenth safety award in June.

Steel Hauling by Trucks Increasing

A mild "revolution" is taking place in the transportation of heavy metal, according to the magazine *Steel,* with motor trucks taking an increasingly heavy share of traffic.

Since 1940, says the management magazine, the number of Class I motor carriers subject to I. C. C. regulations has doubled. Reports also show that the tonnage of steel and metal products moved by truck has increased by 30 per cent.

Three factors are given by the steel management magazine as reasons for the increased use of trucks for hauling steel and heavy metal parts: increased freight rates for rail carriage; the mill price situation, and finally the convenience in the use of trucks, particularly in building, crating and accessibility.

Twenty-Year Safety Record Is Honored



John C. Hubert

Teamster John C. Hubert of Local 249, Pittsburgh, has been named Pennsylvania's "Driver of the Month"—an award he won with a record of driving approximately a half-million miles without an accident.

This outstanding record, established over a 20-year driving career, is doubly remarkable since all of Teamster Hubert's mileage has been made in a moving van.

For the past three years, the Pittsburgh Teamster has been driving a 40-foot van, large enough to carry all the furniture from an 11-room house. And, according to the general manager of the Hubert Storage & Transfer Co., the driver "hasn't put a scratch on that van."

Mayor David L. Lawrence of Pittsburgh awarded Brother Hubert a gold pin and scroll at the annual banquet of the Allegheny Chapter, Pennsylvania Motor Truck Assn.

Jackknifes Semi To Save Workers

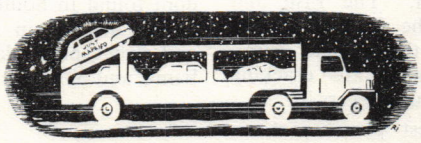
State troopers have cited Teamster Philip Brack, Jr., of Local 200, Milwaukee, Wis., for his alert driving, which saved 35 migratory workers from death or serious injury.

Brother Brack jacknifed his semi-trailer to avoid striking a light truck in which the workers were riding. The Teamster escaped with a leg injury, but a farm tractor had to pull the cab apart before he could be moved from his truck.

The incident occurred near Fort Wayne, Ind. Brother Brack was a member of Local 43, Racine, Wis., before transferring to Local 200.

Cupid Drove a Trailer

On that unusual January night in California when six inches of snow fell in the Los Angeles area, a dozen motorists were stranded at Harry's Service Station, 20 miles from Hollywood. Harry was helping the driver of a big trailer-truck—the kind that transports new cars—put on chains when a car with bedraggled paper streamers hanging from bumpers and door handles drove up. "Have you any chains?" the bridegroom asked. "We've simply got to get to Hollywood, and we heard on the radio that all roads are closed to cars without them."



"That's right," Harry replied sympathetically. "I'm sorry, but we haven't a single set."

There was an unhappy silence, broken by the truck driver. "Tell you what, I'll take you piggy-back. Lucky I'm not loaded." He lowered the ramp so the couple could drive aboard.

He told me later that he dropped them off right at their hotel.—Courtesy *Reader's Digest.*

Hobbs Act—A Legal Monstrosity

Vaguely-Worded, This One-Sided Legislation Had Its Birth from a Desire to Destroy Teamsters Union; Act's Dangers Are Outlined

This article, explaining in detail a potential threat to your union's very existence, was prepared by the law firm of Woll, Glenn and Thatcher, which serves as counsel for the International Brotherhood of Teamsters.

TIME after time, President Tobin forcibly has called attention to the Hobbs Act, passed by the Federal Congress on June 21, 1946, and has denounced it and castigated it as a legislative monstrosity spawned to destroy the Teamsters Union. Again and again, he has challenged it as unnecessary, extreme, vague and one-sided and has characterized it as a pervasive threat to the ordinary peaceful activities of labor organizations, particularly the Teamsters Union.

An examination of this Act, sponsored by Representative Sam Hobbs, of Alabama, leads to the conclusion that President Tobin truly understands this piece of legislation and knows it for what it is—a totally unnecessary law designed to cripple and crush labor unions.

It was over four years in the making and was originally introduced in Congress as an amendment to the so-called "Anti-Racketeering Act" of June 18, 1934. It became a law on July 3, 1946, when it was signed by President Truman who saw fit, on that occasion, to explain his action by stating that he signed it with the understanding that it did not interfere with the rights of unions in carrying out their "legitimate objectives."

Definitions Given

As finally passed by Congress and signed by the President, this Hobbs Act provides a maximum penalty of twenty years behind prison walls and a $10,000 fine for anyone who "in any way or degree" obstructs, delays or affects commerce or the movement of any article or commodity in commerce by "robbery" or "extortion" or who attempts or conspires to do so, or commits or "threatens" physical violence to any person or property in furtherance of a plan or purpose to do so. "Robbery" is defined as follows:

> "The term 'robbery' means the unlawful taking or obtaining of personal property from the person or in the presence of another, against his will, by means of actual or threatened force, or violence, or fear of injury, immediate or future, to his person or property, or property in his custody or possession, or the person or property of a relative or member of his family or of anyone in his company at the time of the taking or obtaining."

"Extortion" is defined as follows:

> "The term 'extortion' means the obtaining of property from another, with his consent, induced by wrongful use of actual or threatened force, violence, or fear, or under color of official right."

Because of the adamant objection of organized labor to this Hobbs Amendment to the Anti-Racketeering Act of 1934, Congress inserted in the Hobbs Amendment, before its enactment, a provision to the effect that nothing contained in that amendment should be construed to "repeal, modify or affect" the Railway Labor Act, the Norris-LaGuardia Act, the National Labor Relations Act or Sections 6 and 20 of the Clayton Act.

Before analyzing the language contained in this penal law sponsored by Congressman Hobbs and before attempting to estimate its full potential evil effects on labor activities in the economic field, mention should be made of the history of the statute this law purports to amend and the reasons which originally impelled Congress to enact that statute. In doing so, light will be focused on the real purpose and effect of the Hobbs Act—namely, to curtail, cripple and weaken labor organizations.

Different Situation

The Anti-Racketeering statute, enacted by Congress in 1934, was directed solely at racketeers and predatory criminal gangsters. It was not aimed at the hardworking, industrious and law-abiding trade unionist who toiled for his daily bread by the sweat of his brow. At the time of its passage, and for some years before, the people of this Nation were virtually at the mercy of kidnapers, racketeers, bandits and plunderers such as Dillinger, "Machine Gun" Kelly, "Baby Face" Nelson, "Pretty Boy" Floyd, Alvin "Creepy" Karpis and Homer Van Meter. These organized criminals carried on their depredations while the country stood aghast at the apparent inability of state and local law-enforcement agencies to bring them to justice. Racketeering, kidnaping, extortion and robbery were the order of the day, while agents of the federal government stood helplessly by unable to move against these criminals because they had not violated any federal law.

Ultimately, the Attorney General of the United States went before Congress and presented to it twenty-one specific recommendations designed to stop the unlawful careers of these organized bandits who

sneered at the impotency of state police who could not cross state lines, and laughed at the helplessness of federal agents who lacked congressional authority to act.

Far-reaching Effects

These recommendations were far-reaching and complete and were soon enacted into law. As a result, it became a federal offense to rob a National Bank or any bank which was a member of the Federal Reserve System. It became a federal offense to transport from one state to another stolen property valued at not less than $5,000, or to flee from one state to another for the purpose of avoiding prosecution or the giving of testimony in a state court in connection with certain crimes of violence. So too, it became a federal offense to take the life of a federal officer. Machine guns and sawed-off shot guns were made subject to federal regulation. The Federal Bureau of Investigation was changed from a mere investigative agency to a full-fledged powerful law-enforcement agency clothed, for the first time in its history, with ample authority to make arrests and to carry fire-arms. At this time, also, racketeering in interstate commerce was made unlawful by the passage of the Anti-Racketeering Act of 1934.

Armed with these laws—all enacted almost simultaneously—federal agents went to work. Soon Dillinger, "Baby Face" Nelson and Homer Van Meter were quiet, cold figures lying lifelessly on a slab in a morgue—shot in running pistol duels with agents of the Federal Bureau of Investigation. Soon, too, "Machine Gun" Kelly, Alvin "Creepy" Karpis and their kind were no longer roaming the countryside. They were on the "inside" of penitentiary walls looking on the "outside."

From its very history, therefore, it appears that the predecessor to the Hobbs Act, the Anti-Racketeering Act, was designed, as stated by one of its proponents, to "close gaps in existing federal laws to render more difficult the activities of predatory criminal gangs" and was passed at a time when racketeering and organized banditry had imperilled national law and order and demanded national congressional action.

This Act, utilized so well against the racketeers and gangsters, remained unchanged for twelve years. During this period, it was demonstrated that it needed no alteration or change to carry out fully and completely the purpose which called it into being. Racketeering and gangsterism in interstate commerce, once so popular, ceased to be a national pastime and by 1942 was practically non-existent.

Nullifies Decision

But it was in this year that Congressman Hobbs began to clamor for its amendment. Seizing upon a decision of the Supreme Court of the United States to the effect that the Anti-Racketeering Act meant what it said and that it was not to apply to a situation involving the "payment of wages by a bona fide employed to a bona fide employe," the Congressman from Alabama set out not only to nullify the effect of this decision, but to draw a bill that would effectively cripple the economic power of labor unions to improve wages and conditions of work by subjecting their activities to the ever-present threat of criminal prosecution. Acting with this intent and for this purpose, he initiated, over a four-year period, a series of bills designed to accomplish this objective.

This intent and purpose to destroy organized labor is apparent not only from the fact that no amendment to the Anti-Racketeering Act was needed to effectively carry out the purpose for which it was enacted in 1934, but from the very language of the bills prepared by this Congressman, including that which finally emerged from this mass of legislation to become the law of the land.

In connection with the enactment of this Hobbs Act, it has already been pointed out that the Anti-Racketeering Act proved adequate, indeed, to stop the roving gangster of the Dillinger type and needed no amendment on that score. What was the need, then, for further legislation? The answer is, of course, that there was none.

The organized wage earners of this country are not racketeers or gangsters. They are honest, industrious working men and women who have no truck with criminals or racketeers. They typify the everyday average American who believes in this great country and in the observance of its laws. Surely, they presented no need for the Hobbs Amendment to the Anti-Racketeering Act.

State Laws Adequate

And, even if some very few members of organized labor may have, on one or two occasions, engaged in racketeering activities, as have also some men of business and industry, such fact likewise presented no need for the Hobbs Amendment. These members were few and furnished no federal problem. They were not roving gangsters who fled from state to state to avoid prosecution. They were rooted to a locality. Their activities, in the main, were localized and subject to state scrutiny and state laws. And these state laws were and are adequate to deal with their activities.

This lack of need for the Hobbs Act is a strong indication in itself



Shop at this SIGN

that the Congress was not interested in meeting any supposed threat to national law and order, but was interested only in enacting legislation designed to crush the activities of organized labor.

Purpose Apparent

This purpose becomes more apparent when the language of this Act is considered, even though it is subtly and cleverly drawn. It purports to strike only at "robbery" and "extortion" in interstate commerce, but its definitions of "robbery" and of "extortion" are so broad in scope, so vague and so uncertain, that working men and women, engaged in collective action against the employer to impel him to pay them a decent rate of pay or provide adequate working conditions, are required to do so under a constant threat that such action may brand them as convicts and felons. While it is true that the Hobbs Act contains a statement that it should not be construed as repealing or modifying the Norris-LaGuardia Act or the other named statutes that were drawn to preserve certain rights of organized labor, that fact furnishes slight comfort. This much only is clear—at the present time, at least, peaceful strikes and picketing directed against the employer to seek better wages and conditions of work do not fall within the Hobbs Act. This is so because "robbery" is defined as the "unlawful" taking or obtaining of personal property from another, against his will, by actual or threatened force, violence or fear of injury, and "extortion" is defined as the obtaining of property from another with his consent, induced by "wrongful" use of actual or threatened force, violence or fear. Peaceful strikes and peaceful picketing against an employer to obtain his property in the form of increased wages or work benefits are, of course, neither "unlawful" nor "wrongful."

But, beyond this, labor organizations are in the dark and must travel at their peril with no adequate guides to help them. In the past three years, labor activities have been so proscribed by federal and state legislation that it is almost impossible for the average working man or woman to know, from day to day, whether certain activities are "lawful" or "unlawful," "right" or "wrongful." With only the broad, expansive, ever-changing and indefinite test of "unlawful" and "wrongful" to guide them (which test, in the last analysis, is ultimately determined and settled too late—when the judge imposes sentence), and faced with the conjectural possibility that their conduct may be regarded as inducing "fear" in the heart of an employer, those who toil for their living have only the Hobson choice of risking a wrong guess and going to the penitentiary, or ceasing altogether their collective activities directed toward bettering their economic status.

Pickets Endangered

Even assuming, however, that a collective activity, such as picketing, engaged in by the organized wage earners, is the personification of everything that is lawful, but that in the course of this perfectly lawful activity, sudden force—even of the slightest degree—on the part of a picket is induced and provoked by agents of an interstate employer and, as a result, the employer is temporarily deprived of his property, that picket is immediately placed in danger of federal criminal prosecution and the monstrous prison term of twenty years. And this would be so even if that picket, merely by "threatening" force or by inducing "fear," obtained temporary possession of that employer's property. Of course, anyone who participated with him in that situation would also be in danger of a felon's brand. In addition, this Hobbs Act also makes it a crime to conspire to do these things, and all those participating in or encouraging the picketing—even though they did not participate in the threatened violence and conducted themselves in a peaceful manner—may be suspect, on the theory that, since they were in a common venture of striking and picketing with the offending picket or pickets and threats were made and property was temporarily obtained, such threat and obtaining of property were reasonably calculated to be a part and object of the general program of the striking and picketing.

This matter of making it criminal to obtain property by means of threatened "fear" or injury to a person or property deserves special comment. This language is so broad, so indefinite, so vague, and also so devoid of a basis for ascertainment, that wage earners will need a crystal ball to show them the dividing line between that conduct which might induce fear in an employer and that conduct which might not. The same conduct, of course, may affect one employer one way and another employer the other way. And so, a wage earner may be bundled off to the penitentiary or may be permitted to stay at his hearth with his family, depending only on whether an employer is easy or hard to frighten. Thus, criminal justice, in this instance, becomes a lottery, depending on chance.

Vindictive

Much more could be said about this Hobbs Act, and no doubt much more will be said about it in future publications of the TEAMSTERS JOURNAL, but we think it is clear by what has already been said that this Act is, as President Tobin has characterized it, a legislative monstrosity, entirely unnecessary, one-sided, vague and extreme, evidencing a vindictive spirit toward labor unions and subtly and cleverly designed to destroy their effectiveness in the economic field, by surrounding their activities to better the working conditions of the wage earners with the ever-present threat of prison walls and the brand of criminal.

The Hobbs Act should be and must be repealed!

World-Wide Road Rules Urged

United Nations Subcommittee Plans Standard System of Highway Signs for Planet; Also Seeks International Traffic Regulations

ON A PLANET where distance is shrinking constantly in the wake of scientific progress, traffic problems are destined to become international in scope. To cope with the difficulties of inter-country motor travel, a world-wide system of standardized highway markers has been proposed by a United Nations sub-committee.

The UN's subcommittee on road transport also has suggested an international agreement on traffic regulations, safety devices, vehicle registration and drivers' licenses.

Traffic deaths can be predicted with horrifying accuracy; in the U. S. alone the figure is from 30,000 to 33,000 each year. If Europe had an equivalent number of automobiles, the toll would doubtless be greater because of the language differences which promote traffic confusion.

The touring American motorist who has hitherto found himself confronted with bewildering foreign signposts and unfamiliar traffic laws will, if the international traffic agreement is adopted, be able to proceed with equal ease abroad as he has at home.

Language Differences

The reverse would also be true and the foreign tourist travelling in this country would not be hindered nor would he be the cause of fatal accidents due to his inability to read and heed our traffic signs.

It is not for the relatively few inter-hemispherical travellers that the proposal is primarily intended. Where such an agreement would function to its best advantage would be in the member nations of Europe, separated from each other much as our states are, by rivers and imaginary lines, but with the vital difference of language dissimilarities.

European and American travel experts will sit down together this summer to draw up a new set of rules and regulations for the roads of the world. They will come from 68 countries to the world-wide Conference on Road and Motor Transport sponsored by the UN which will open this August in Geneva, Switzerland.

Seek Standardization

From the conference it is hoped there will emerge a greater degree of standardization on signal systems, danger and directional signposts and more exact regulations of the type of headlights, brakes and vehicular appliances needed for foreign travel.

The experts will not seek to reconcile all the existing differences in traffic laws but they do seek to eliminate some of the accident risks and handicaps to foreign travel.

The idea is not new. The old League of Nations tried it in 1926 but failed to get the proposal adopted. Later attempts to revise the League's proposals were interrupted by the war. It has now been decided to scrap the League's proposal entirely and start afresh.

The writers of the 1949 convention will have the advantages of the work done during the past year by the Economic Commission for Europe which has been preparing a preliminary convention. In addition, a "working paper" has been submitted to the conference by the nations which signed the Inter-American Traffic Convention in Washington in 1943.

It is hoped the Geneva Conference, with a timetable of from six to eight weeks, can complete an entirely new convention which will contain certain basic provisions which would be essential for the functioning of any kind of agreement. These provisions would cover such items as the safety equipment on vehicles; horns, brakes, mufflers, mirrors and windshield wipers. Some standardization of the vehicle registration laws and driver-license regulations will be attempted.

In addition, certain construction minimums on highways, bridges, etc., would be adopted for safety on the roads.

Each of these proposals would be placed in "annexes" to the basic agreement so unanimity on the principal agreement may be reached and nations may sign the basic agreement and as many of the annexes as they may deem advisable. In such an event the way is left open for future acceptance of annexes which were refused at first.

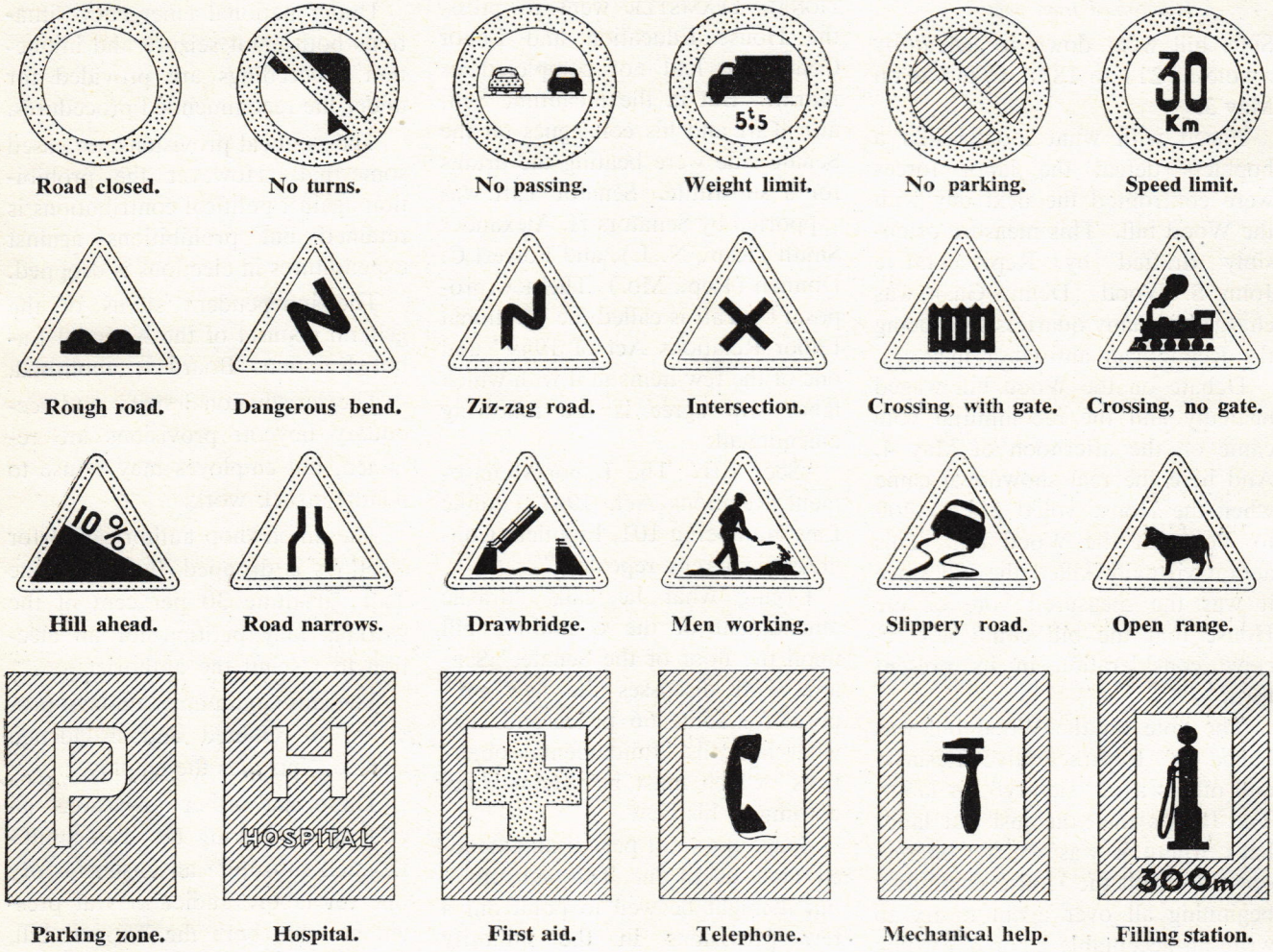
'Sign Language'

One of the most startling annexes to the proposal is the one which would standardize the world's road signs. They would be printed in a "sign language" so words would not be necessary.

The signs would be broken into three classes: danger signs; instructional signs giving (1) prohibitions, and (2) commands; and information signs giving (1) indications, (2) directions, and (3) advance directions, place and route identifications.

For the danger signs, the shape would be triangular. The instructional signs would be circular. The informational signs would be rectangular or square and the shape and

Highway Symbols Tell Story Without Words



Road closed. **No turns.** **No passing.** **Weight limit.** **No parking.** **Speed limit.**

Rough road. **Dangerous bend.** **Ziz-zag road.** **Intersection.** **Crossing, with gate.** **Crossing, no gate.**

Hill ahead. **Road narrows.** **Drawbridge.** **Men working.** **Slippery road.** **Open range.**

Parking zone. **Hospital.** **First aid.** **Telephone.** **Mechanical help.** **Filling station.**

position of the sign be indicative of the type of information contained in the sign.

No language would be necessary when a motorist saw a triangular (danger) sign on the road with the picture of a cow. He would immediately know there was a cattle crossing ahead. Little imagination would be necessary to presume the road ahead could be slick under certain conditions if the driver saw a triangular sign with the silhouette of a car careening on two wheels with snakey skidmarks behind it.

Signs Without Words

The picture of two children walking would show danger for children and the driver would watch for a school or playground. A man digging would immediately mean "men at work ahead" in any language.

Many other language-difficult admonitions have been by-passed through clever resort to sign concepts. Any item contained in a color band in a circular sign is automatically forbidden. Thus, if a bicycle is pictured inside a circle of color, bicycles are forbidden on that road. Likewise, a picture of two cars side by side, one passing the other, the passing car in color inside a color circle; passing is prohibited. A truck in a color circle with "5.5t" below it automatically means trucks over five and a half tons are prohibited.

Mandatory signs would be of dark blue background with white figures. A cyclist seeing a picture of a cyclist on such a sign situated on a cycle path would know it was mandatory for him to use the cycle path to the exclusion of all other traffic.

Travel Increasing

With the abolition of many of the restrictions on travel and diminishment of the dangers and problems pertaining thereto, it is possible that travel in Europe will be increased and the peoples of the various nations will come to know each other as we know the citizens of our various states. Knowing each other better, they may come to admire and respect each other more. This could lessen the intense nationalism which has, in the past, contributed to the outbreaks of war which have ravaged the continent since the dawn of history.

Labor Faces Tough Legislative Fight

(Continued from page 7)

Sims bill went down to defeat by a vote of 211 to 183. That was on May 3.

Faced with what looked like a hopeless defeat the labor forces were confronted the next day with the Wood bill. This measure ostensibly drafted by Representative John S. Wood (Dem., Ga.) was charged in many quarters with being the Republican anti-labor measure.

Debate on the Wood bill waged heatedly and the recommittal vote came on the afternoon of May 4. And here the real showdown came when the House voted 212 to 209 to recommit the Wood bill. This action virtually killed the bill since it was the measured vote of the House that the bill could not receive consideration in its present form.

The vote on the Wood bill was hailed by Representative Lesinski and others as a "victory" for labor. The fact is the vote just put labor back where it was when Congress opened—with the House committee beginning all over again to try to write an acceptable labor bill which would kill the Taft-Hartley Act.

One of the most telling observations on the opportunities afforded the Democrats as a result of the Republican-anti-labor coalition was voiced by Senator Wayne Morse (Rep., Ore.), a friend of labor and one of the outstanding members of the Senate. He said:

"The coalition which produced the Wood bill was an unfortunate mistake. . . . American organized labor is going to be in politics with renewed energy and determination in the elections of 1950-52. . . . The opposition against Taft-Hartley is going to be from the rank and file of labor by the millions, because the rank and file of American workers could not possibly accept many of the provisions of the Wood bill.

It is interesting to note that 38 members of the House who voted for the Taft-Hartley bill in 1947 voted to recommit the Wood bill.

As this issue of THE INTERNATIONAL TEAMSTER went to press, the House Education and Labor Committee had not completed its redraft. But in the meantime Senator Taft and his colleagues on the Senate side were beating the drums for a substitute. Senator Taft was supported by Senators H. Alexander Smith (Rep., N. J.), and Forrest C. Donnell (Rep., Mo.) The new proposal by Taft is called the "National Labor Relations Act of 1949" and one of the few items in it with which labor will agree is the following amendment:

"Sec. 101. The Labor-Management Relations Act, 1947 (Public Law Numbered 101, Eightieth Congress) is hereby repealed."

Urging what he calls "drastic amendment of the committee bill upon the floor of the Senate," Senator Taft discusses the new proposal for some 66 pages and cites what he calls "fundamental objectives" which must be retained, according to his view.

Space does not permit an extended analysis of the Taft substitute, but it might be well to point out a few provisions in the minority measure.

The Federal Mediation Service would remain an independent agency and would not be merged with the Labor Department as provided for in S. 249.

Under national emergency situations both plant seizure and injunction proceedings are provided for under the recommended procedures.

The political provisions are eased somewhat. However the prohibition against political contributions is retained but prohibitions against expenditures in elections is dropped.

The independent status of the general counsel of the National Labor Relations Board is abolished.

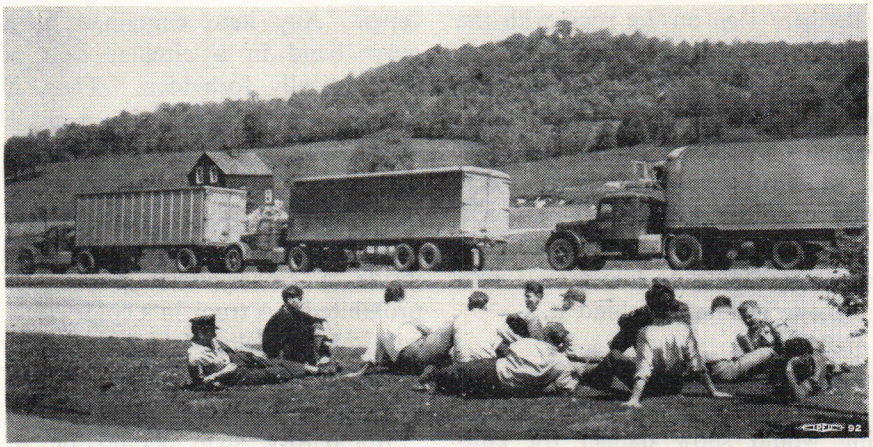
The jurisdictional strike and secondary boycott provisions are retained, but employes may refuse to handle struck work.

The union shop authorization for elections is dropped, but under the Taft substitute 30 per cent of the workers may petition for an election to rescind the authorization.

The anti-Communist affidavit provision is retained and broadened and now includes the employer.

These and other provisions all add up to making the Taft-Smith-Donnell substitute an unsatisfactory one for labor. Indications at present are that both the Thomas bill, S. 249 and the substitute will be subject to severe amendments before final action by the Senate.

'Parkdown' In Pennsylvania



Protesting the state's weight limits, truckers sun themselves after parking overloaded trailer trucks along the Pennsylvania Turnpike May 8. State police said 260 trucks were involved in the "parkdown" at one period. It all started when police began 24-hour watch against weight violators.

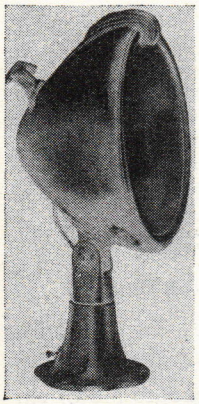
Stairs No Obstacle To New Hand Truck

A crawler type hand truck has been designed for the handling of appliances, crates and other heavy equipment where there is a problem of moving them over curbs or up a flight of stairs. The truck has a caterpillar tread which "crawls" up a stairway, and the load is distributed evenly from step to step and allows for ease in handling, up and down. A retractible swivel wheel supports the entire load when rolling on a level floor. It has a capacity of 1,500 pounds. Two wheels near the top of the frame are used when loading heavy equipment into a truck.

★

Floodlight for Wreckers Features Added Power

A new and powerful floodlight for wreckers, pick-up trucks, fire department vehicles and similar motor units has just been announced.



The light is eight and one-half inches in diameter and finished in polished chrome. It uses a 150 candlepower bulb to floodlight wide areas. The manufacturer claims the light is the most powerful made for its purpose. It has a 360-degree movement, with wide up and down adjustment.

★

Affords Temperature Control in Winter

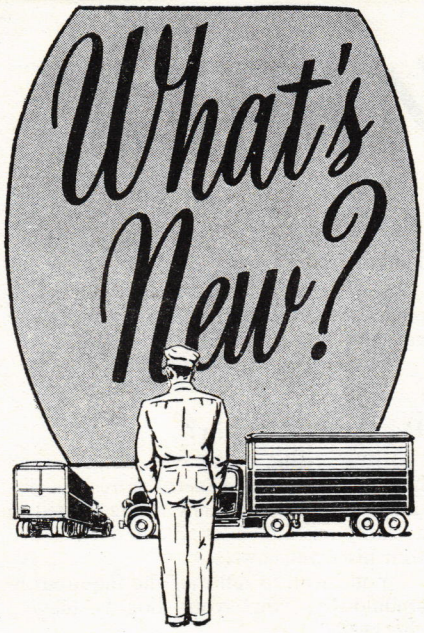
An automatic temperature control system has been designed for the primary purpose of keeping bus and truck engines warm when the vehicles are stored outside in cold weather. According to the manufacturer, it also can be used on any other application where it is desired to start and stop an engine according to temperature of the water.

When it is desired to put the system in operation, the throttle is set to a fast idle position and the control switch thrown on.

★

Coolant Heater Gives Useful Protection

A new coolant heater heats and circulates the cooling system solution during the night or when the truck, bus, tractor or diesel power plant is not being used. When turned full-open, the manufacturer states the heater uses about one quart of gasoline an hour and develops an output of over 15,000 BTU an hour.



Static Eliminator Has 400 Wire Bristles

A new static eliminator for gas and oil trucks has 400 special high carbon conducting wire bristles seven inches in length. The flexible conducting wire brush makes continuous contact with the ground. The manufacturer says that brushes may be quickly and easily replaced.

★

Versatile Abrasive Finisher Offered

An abrasive finisher that comes with a utility kit for buffing, drilling, hole polishing, etc., has been marketed by a Pennsylvania firm. It was designed to handle operations for which the larger and heavier finishers are awkward and impractical. Weighing three pounds, it can be held in one hand and manipulated around the part to be finished, replacing the method of manipulating the part around the grinding element. Special hand grips have been eliminated in order to guarantee control.

★

Portable Spray Outfit Handles Many Liquids

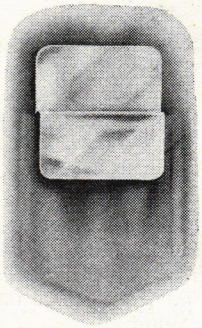
A new portable paint spray outfit is said to work equally well in spraying lacquers, enamels, wax, insecticides, paint and moth-proofing solutions.

The outfit is a compact, lightweight unit with an ample-capacity electric motor belt-connected to a single-cylinder, die-cast compressor. The container is an eight-ounce glass jar with brass and lightweight die-cast spray fittings.

★

Teamster Manufacturing 'Pocket-Saver' Item

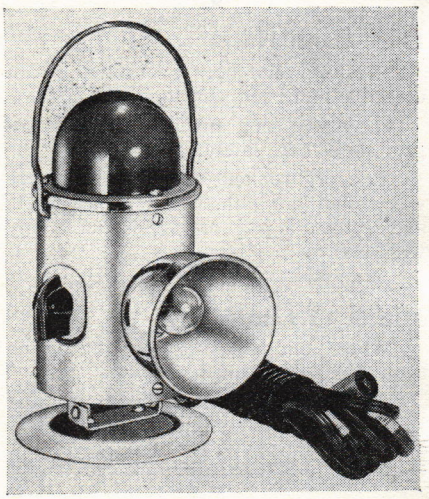
A member of Teamsters' Local No. 848, Los Angeles, Calif., is manufacturing a "pocket protector" which he says will help salesdrivers, clerks, and businessmen prevent soiling shirts.



The item sells for 25 cents and is manufactured by A. M. Holmen, 5316 Mullen Ave., Los Angeles, who holds a withdrawal card in Local No. 848.

★

Many Safety Features Claimed for Trouble Lamp



The manufacturer of a newly-developed trouble light claims "unparalleled" features for his product, which offers a new five-way combination switch. This switch, exclusively used on the new trouble light, allows combinations of (1) red flasher and trouble light, (2) steady red light and trouble light, (3) trouble light alone, (4) red flasher alone, and (5) steady red light alone.

Mounted on an adjustable base, the lamp is easily focused, the manufacturer claims, and at the same time, makes the red flasher visible to on-coming vehicles.

The product is made of polished aluminum, anodized for additional toughness, and weighs one pound. It is only seven inches tall, and a 14-foot cord, clipped to the ampmeter of any new car or truck, lows a maximum of movement.

Names of makers of the products described on this page may be obtained by writing New Products, THE INTERNATIONAL TEAMSTER, *810 Rhode Island Avenue, N. E., Washington 18, D. C. In making inquiries, correspondents should specify items in which they are interested.*

Relax WITH US

Messy Job!

The customer was ordering a new suit. His tailor, however, told him it would not be ready for six months.

"Six months!" cried the customer. "Why, the whole world was created in six days."

"True," said the tailor. "But have you taken a good look at it lately?"

★

Not Airminded

A widow was visited by the ghost of her late husband while she listened to the radio. She hoped he would return again, but when he did not, she wrote the radio station:

"He didn't possess any aptitude in mechanical matters when he was living. Do you suppose he could have gotten on the wrong wave and been carried somewhere else?"

★

Hare from Hairs

A robbery had been committed and a detective had been sent to investigate.

"Have you seen any mysterious strangers about here lately?"

"Yes, sir," replied the old man. "There was a man 'ere with the circus last week, and 'e took a pair of rabbits out o' my whiskers!"

★

Matter of Choice

"When your papa was courting me he always kissed me on the brow."

"Harold usually kisses me on the steps," replied Evelyn, absent mindedly.



Economy Size

"You are accused of hitting your companion over the head with a bottle. Have you anything to say in your defense?"

"Yes; it was only a half-pint."

★

How's That Again?

The traveling man's eyes bulged when he entered a small general store in a distant community and saw a dog, seated in a chair, pushing discs about on a board with his front paws.

"You mean to tell me," he inquired incredulously, "that your dog is playing checkers?"

"Sure," replied the proprietor. "I learned him."

"Why, man, do you know what you've got there?" asked the salesman. You could go into a vaudeville and clean up a fortune with a dog as smart as that."

"Oh, I don't know, " sniffed the storekeeper. "He's not so smart. I beat him the last three games."

★

The Tooth Will Out

"I was so cold last night I couldn't sleep."

"And did your teeth chatter?"

"I don't know; we don't sleep together."

★

Daffy-nition

"Dad, what do 'pro' and 'con' mean?"

"Well, son, 'pro' is your convincing unanswerable argument, and 'con' is the other fellow's contemptible drivel."

★

High Jumper

On a dark and stormy night the trainman was signaling to the engineer when he dropped his lantern to the ground. A yard clerk passing by tossed it back to him on top of the car. In a few minutes the engineer came rushing up.

"Let's see you do that again!"

"Do what?"

"Jump from the ground to the top of that boxcar."

★

Petrified

Two men named Wood and Stone were standing on a corner. A pretty girl waiked by. Wood turned to Stone. Stone turned to Wood. Then they both turned to rubber and the girl turned into a restaurant.

★

Discovered

Canvasser: "You pay a small deposit, then make no more payments for six months."

Lady of the House: "Who told you about us?"

Worried Man

Road Driver: "And now, doctor, since I've told you I am going to marry Jane, there's something I want to get off my chest."

Doctor: "You just tell me about it, my boy."

Road Driver: "It's a tatooed heart with the name Mabel on it."

★

No Scotch?

In order to get fresh produce the Maintenance Superintendent had a working agreement with a local farmer, who supplied him with three dozen eggs each week. One week the farmer found he had accidentally sent one egg too many. Determined not to lose on the deal, he called at the house. "Mr. Jones," he said, "I sent along one egg over the three dozen this week."

Maintenance Supt.: "Surely you're not going to worry over a little thing like that. Let's settle it with a drink. What will you have?"

Farmer: "Eggnog!"

★

Logic

Weavin' Willie, the City Driver, says that, "Married women drive slower than married men because women will do anything to stay under 30."

Truck-Leasing

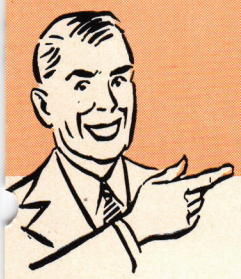
(Continued from page 6)

ance of the practices now prevailing will mean a break-down of all enforcement with respect to motor carriers. It is so easy for carriers inclined to do so to use fictitious leases to evade the provisions as to operating authority, rates, insurance, and safety, that other carriers cannot be expected to remain in business and not resort to similar practices. The record contains evidence that some carriers were opposed to current leasing practices but felt forced to engage in them for reasons of self-preservation. Others stated that they will be forced to engage in such practices if their competitors are permitted to continue them. There can be no question, therefore, as to the need for regulation."

In view of the foregoing, it is high time that the Congress of the United States inquire into the ineptitude of the Interstate Commerce Commission in failing to stabilize the trucking industry after 14 years stewardship.

THIS STICKER INDICATES THAT I PATRONIZE ONLY SERVICE STATIONS AND GARAGES DISPLAYING THIS SIGN

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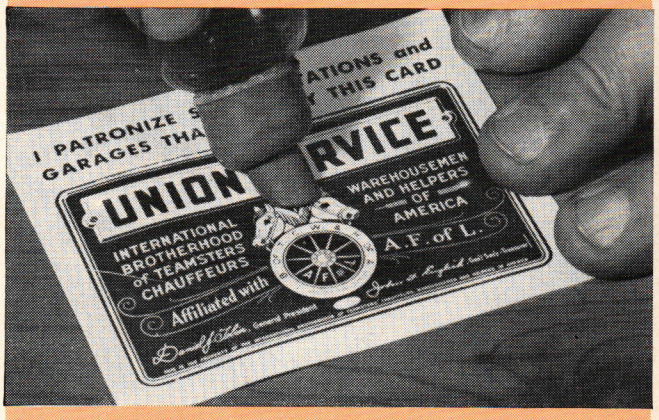


BE PROUD YOU'RE A UNION TEAMSTER

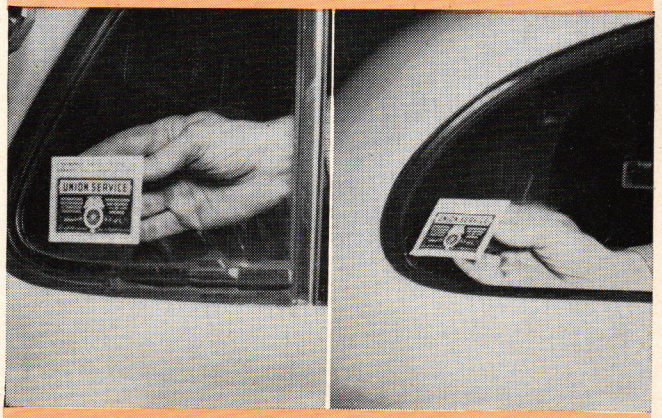
CLIP THESE SIGNS PASTE ON LEFT FRONT AND REAR WINDOWS OF YOUR FAMILY CAR



CUT OUT ON DOTTED LINE



APPLY MUCILAGE TO THE FACE OF SERVICE SIGN



ATTACH TO INSIDE LEFT FRONT AND REAR WINDOWS

SEE BACK COVER

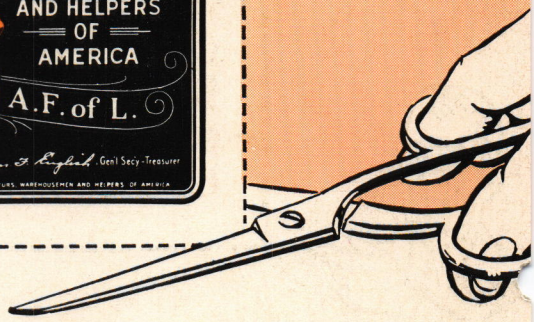
I PATRONIZE SERVICE STATIONS and GARAGES THAT DISPLAY THIS CARD



I PATRONIZE SERVICE STATIONS and GARAGES THAT DISPLAY THIS CARD



SEE INSIDE COVER FOR FULL INSTRUCTIONS



SHOW YOUR AUTOMOTIVE SERVICE STATION OR GARAGE YOU WILL

Buy Only

UNION PRODUCTS and SERVICES

Spend your wages

the union way